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James J. Howard

LATE A REPRESENTATIVE FROM
NEW JERSEY

MEMORIAL ADDRESSES
DELIVERED IN CONGRESS

Memorial Services

Held in the House of Representatives and Senate of the United States
together with tributes presented in eulogy of

James J. Howard

Late a Representative from New Jersey

One Hundredth Congress
Second Session

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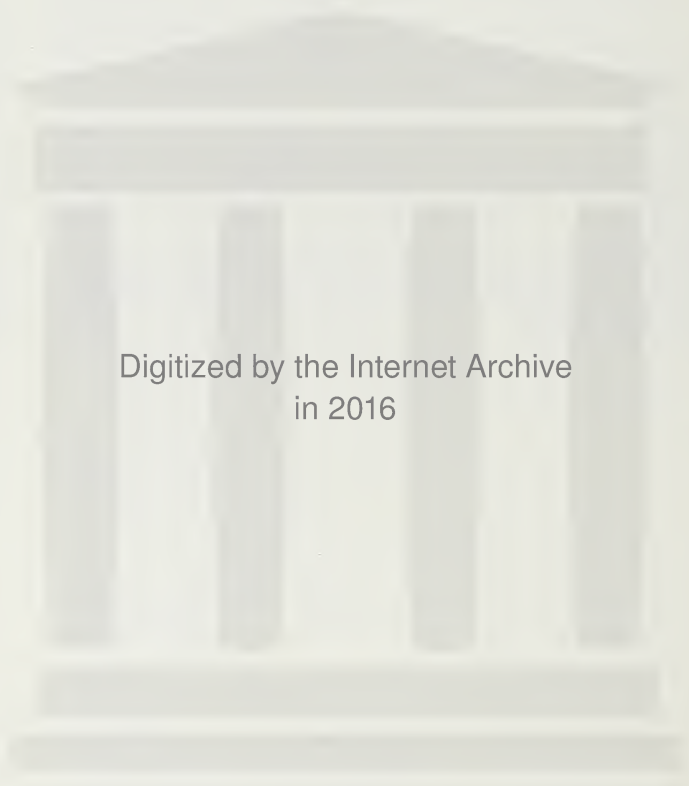
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Biography

James J. Howard, Democrat, of Spring Lake Heights, NJ; born in Irvington, NJ, July 24, 1927, son of George P. and Bernice M. Howard. He was graduated from St. Rose School, Belmar, NJ, Asbury Park High School, St. Bonaventure University, Olean, NY (B.A. 1952), Rutgers University (M.Ed. 1958). He was awarded honorary degrees (doctor of laws) from St. Bonaventure University, Monmouth College, West Long Branch, NJ, and Georgian Court College, Lakewood, NJ. He served with the U.S. Navy during World War II (South Pacific). He became a teacher and acting principal in Wall Township school system, 1952–64. He served as president of the Monmouth County Education Association and as a member of the Delegate Assembly of the New Jersey Education Association. He was a member of the National Education Association, and honorary chairman of the Third District Congressional Award Council. He was married to the former Marlene Vetrano of Asbury Park, NJ; three daughters: Kathy (Mrs. Vladimir Tjunin), Lenore (Mrs. Todd Buchanan), and Marie, and three grandsons.

Congressman Howard was elected chairman of the House Public Works and Transportation Committee in January, 1981. He was the first representative from New Jersey to serve as chairman of that committee.

He served as chairman of the Public Works Subcommittee on Surface Transportation, 1975–81, where he developed the "Howard Plan," which for the first time combined mass transit and highway legislation into a coordinated surface transportation policy and program. From 1973–74, he was chairman of the Public Works Subcommittee on Energy, and he introduced the 55 mile-per-hour speed limit in response to the nation's energy crisis.

In addition to serving as a member of the full Public Works and Transportation Committee (1965-1988), he served on the District of Columbia Committee (1973-1974), the Post Office and Civil Service Committee (1977) and the Interior and Insular Affairs Committee (1978-1980).

One of Congressman Howard's campaign slogans accurately characterized his public service career: "He cares about

people, it's that simple." He placed a high priority on constituent service and was never too busy to pay attention to the personal needs of those he represented.

He was recognized universally as one of the best legislative strategists on Capitol Hill. He carefully guarded the jurisdiction of his Committee and was not one to shrink from a floor fight over legislation he felt was in the public interest.

When asked the accomplishment of which he was most proud, he cited passage of the 55-mile-per-hour speed limit, which has been responsible for saving thousands of lives on the nation's highways. He also was gratified that his anti-drunk driving and 21-year-old minimum drinking age laws prevented the deaths of many young motorists and innocent victims around the country.

Out of deep concern for the shore district he represented, he championed major environmental legislation through the Congress. He consistently received the support of local, state and national environmental organizations in his reelection efforts.

Among the bills he sponsored was the 1987 Clean Water Act, which included new programs to clean up estuaries and manage non-point pollution. This legislation was enacted into law over a veto. He also sponsored the Superfund Act of 1986, laws limiting the discharge of raw sewage by New York City, relocating the sludge dump site and the mud dump site, banning new sludge dumping in the New York Bight, and requiring EPA to develop a plan for the elimination of plastic pollution off New Jersey; the Plastic Pollution and Research Act of 1987 and the Groundwater Protection Act of 1987. He was the first in the House of Representatives to introduce legislation creating the 200-mile fishing limit.

He was also chief sponsor of the Surface Transportation Assistance Act of 1982, which increased the Federal gas tax by five cents a gallon to greatly expand the nation's highway program and to provide for an assured source of mass transit funding, and the Surface Transportation Assistance Act of 1986, which was enacted over the President's veto.

He was the principal Democratic architect of the Howard-Cramer Act, which authorized construction of I–195, the Central Jersey Expressway, the first addition to the original interstate system.

He sponsored the Airline Deregulation Act of 1978, the Airport and Airway Improvement Acts of 1982 and 1987, expanding the program to upgrade the nation's airports and modernize the air traffic control system; the Motor Carrier Act of

1980, the first regulatory reform of the trucking industry in 50 years; the Motor Carrier Safety Act of 1984, the Uniform Commercial Driver's License of 1986, and legislation reforming regulation of bus and household movers.

He obtained considerable Federal funding for projects in the Third Congressional District, including beach reconstruction at Sandy Hook, Monmouth Beach, Sea Bright and Belmar; highway construction, inlet construction at Barnegat Inlet, the electrification of the North Jersey Coast Line, construction of the James J. Howard Transportation Center in Asbury Park, the Asbury Park Municipal Building and Ocean County Community College, and reconstruction of Asbury Park's Convention Hall.

In 1988 he succeeding in establishing a veterans outpatient clinic in Brick Township, Ocean County, N.J. He fought for many years to protect jobs at Fort Monmouth and encouraged the establishment of additional elements, helping make the base the major center of military communications and electronics in the country.

His efforts to rebuild the National Marine Fisheries Service Laboratory on Sandy Hook after it was destroyed by fire were successful and the new laboratory will be named in his honor.

He was an avid sports fan, having been an outstanding athlete in high school and college, excelling in track, football and basketball. He loved watching professional football and playing golf.

Congressman Howard was known for the twinkle in his eye and a dry, Irish wit which he maintained under pressure as well as during times of relaxation. He possessed a competitive spirit and a boundless energy which he applied to legislative initiatives. Jim Howard will be long remembered as a man of honesty and integrity, deeply devoted to his family, his constituents and his country.

He was elected to the 89th Congress on November 3, 1964 and was reelected to each succeeding Congress, serving until his death on March 25, 1988. He served longer than any other representative in the history of the Third Congressional District.

MEMORIAL SERVICES

FOR

JAMES J. HOWARD

Proceedings in the House

MONDAY, *March 28, 1988.*

Mr. HUGHES. Mr. Speaker, I offer a privileged resolution (H. Res. 414) and ask for its immediate consideration.

The Clerk read the resolution, as follows:

HOUSE RESOLUTION 414

That the House has heard with profound sorrow of the death of the Honorable JAMES J. HOWARD, a Representative from the State of New Jersey.

Resolved, That a committee of such Members of the House as the Speaker may designate, together with such Members of the Senate as may be joined, be appointed to attend the funeral.

Resolved, That the Sergeant at Arms of the House be authorized and directed to take such steps as may be necessary for carrying out the provisions of these resolutions and that the necessary expenses in connection therewith be paid out of the contingent fund of the House.

Resolved, That the Clerk communicate these resolutions to the Senate and transmit a copy thereof to the family of the deceased.

Resolved, That when the House adjourns today, it adjourn as a further mark of respect to the memory of the deceased.

The SPEAKER. The gentleman from New Jersey (Mr. Hughes) is recognized for 1 hour.

Mr. HUGHES. Mr. Speaker, the funeral for the late Honorable JIM HOWARD will be held at 10 a.m. at St. Catharine's Roman Catholic Church in Spring Lake Heights, NJ. The delegation will be leaving from the House steps at 7 a.m. and will return to the House steps at 2:15 p.m. Members interested in joining the delegation to attend the funeral should contact the Sergeant at Arms.

Mr. Speaker, when I first came to the Congress in 1975, JIM HOWARD was one of the Members I turned to for guidance and assistance. He helped teach me the ropes about the legislative system and how it works. But more than that, he taught me how important it is to work hard and to stand up for the issues that you really believe in.

There's no question but that JIM HOWARD was one of the workhorses of the Congress. He had a unique ability to work extremely hard for his congressional district and the State.

You can't travel anywhere in New Jersey that you don't see JIM HOWARD's fingerprints on a transportation, shore protection, or economic development project that created jobs and helped improve the quality of life in our State.

This same zest for hard work carried over on a national scale. JIM HOWARD was deeply committed to creating jobs and putting people to work through public works projects. He believed that America's future depended on a modern network of highways and mass transit projects. He used his position as chairman of the Public Works and Transportation Committee to carry out these goals by helping to steer billions of dollars over the years into every district in the country. He looked out for New Jersey and his own district, but he was also extremely fair and judicious in working with other Members of Congress in addressing their local needs.

JIM HOWARD never really had a safe seat in the Congress. He was first elected during the Johnson landslide of 1964, and a lot of people thought his election was a fluke. But he proved everyone wrong. With his penchant for hard work and productivity, he turned his district around. In fact, it was his unrelenting drive to work harder and produce more that probably led to the circumstances that caused his fatal heart attack last week.

JIM HOWARD was a good husband and father, an outstanding public servant, and a great personal friend. Our country has suffered a major setback with his loss. I hope and pray that he will be remembered for the many contributions he made to our country, the State of New Jersey, and the congressional district that he loved so dearly.

My deepest sympathy goes out to his wife of many years, Marlene, and their three beautiful children, Marie, Kathy, and Lenore.

The SPEAKER. The question is on the resolution.

The resolution was agreed to.

A motion to reconsider was laid on the table.

Mr. ANDERSON. Mr. Speaker, I ask unanimous consent that the Committee on Public Works and Transportation be discharged from further consideration of the bill (H.R. 4263), to designate Interstate Route I–195 in the State of New Jersey as the "James J. Howard Interstate Highway," and ask for its immediate consideration.

The Clerk read the title of the bill.

The SPEAKER. Is there objection to the request of the gentleman from California?

Mr. HAMMERSCHMIDT. Mr. Speaker, reserving the right to object, I shall certainly not object, and under my reservation, I yield to the distinguished gentleman from California (Mr. Anderson).

Mr. ANDERSON. Mr. Speaker, I thank the gentleman for yielding.

Mr. Speaker, it is a privilege and with a great deal of pride that I bring this bill, to designate Interstate Route I–195 in the State of New Jersey as the "James J. Howard Interstate Highway," to the House for consideration. This legislation acknowledges the contributions of one of our dear friends and colleagues, JAMES J. HOWARD of the State of New Jersey, by designating I–195 in the State of New Jersey as the James J. Howard Highway. Through his drive and ability this highway was constructed to connect the State capital, Trenton, with his district in Asbury Park, NJ. It is only fitting and proper that one of JIM HOWARD's first major achievements in the Congress should carry his name.

For over 23 years, JAMES J. HOWARD represented the Third District of New Jersey. His distinguished service was longer than any other Member of Congress from that district. After being elected to the 89th Congress, JIM HOWARD went on to represent the interests of the people of New Jersey, and indeed of the Nation, in a superb manner.

In the 97th Congress, he was elected chairman of the Committee on Public Works and Transportation. He was the first Congressman from New Jersey to serve as chairman of that committee. Through his legislative prowess, JIM HOWARD was responsible for many of the benefits that are enjoyed by all the people of this Nation.

He has sponsored legislation that has touched almost every aspect of the lives of the citizens of this country.

Many of his legislative achievements have focused on the preservation of life through the enactment of highway safety legislation. JAMES HOWARD has sponsored legislation for many of the most effective highway safety efforts ever adopted by the Congress, including the national maximum speed limit, the 21-year-old minimum drinking age law, antidrunk driving legislation, motor carrier safety, and uniform commercial drivers' license.

JIM HOWARD has also been a champion of the cause to improve the Nation's infrastructure. It can be said with great cer-

tainty that no person has done more in the last half century to improve the Nation's infrastructure than has JIM HOWARD. And when one looks at our infrastructure today in relation to 50 years ago, and how far we have come, then one realizes also that no person, ever, has done more to build this Nation's backbone; its highway and public transit network, its dams and sewage treatment plants, its airports, and its buildings.

The work that JIM did for this country was not glamorous work, but it was critically needed. And it was work that JIM threw himself into long before the fancy term "infrastructure" was ever coined.

JIM knew that his efforts, though underappreciated by some, helped everyone. It provided jobs for those who were unemployed and clean water for those who were thirsty and it was achieved with an overriding sensitivity to our environment.

During his tenure in Congress, JIM HOWARD served the Nation and his constituents well. He always approached regional concerns and the local concerns with a view of what is in the best interest of the Nation. The residents of the Third District of New Jersey benefited from legislation that he sponsored to provide clean water; the closing of the New York Bight 12-mile sewage sludge dump site; funding for community colleges nationwide, including Ocean County Community College; the 200-mile fishing limit; the electrification and modernization of the North Jersey Coast Line to Long Branch; the construction of a new intermodal transportation center in Asbury Park, known as the James J. Howard Transportation Center; and the reconstruction of Convention Hall in Asbury Park and construction of the Asbury Park municipal building.

Mr. Speaker, it has been an honor and a privilege to have served for over 19 years on the Committee on Public Works and Transportation alongside my close and dear friend, and leader, JIM HOWARD.

Mr. Speaker, I am pleased to support the enactment of this legislation to help recognize the tremendous work of Congressman JAMES J. HOWARD for the State of New Jersey, its Third District and the Nation. He has served his constituents and America well. There is no way that we could ever adequately thank JIM HOWARD for all his work, or express our gratitude, but this is a small step toward that effort.

Mr. HAMMERSCHMIDT. Mr. Speaker, further reserving the right to object, I want to associate myself with the remarks of the distinguished gentleman from California.

Mr. Speaker, I rise in strong support of this legislation which, in a small way, recognizes the tremendous contribution JIM HOWARD has made to this Nation and the Interstate Highway System in particular.

It is especially appropriate to designate Interstate I–195 in New Jersey as the "James J. Howard Interstate Highway," not only because it was the first legislative initiative of JIM HOWARD, but also because JIM spent much of his congressional career laboring to complete the national system we now know as our Interstate Highway System.

Interstate I–195 was first authorized as part of the bipartisan effort known as the Howard-Cramer Act. JIM worked cooperatively with the Public Works and Transportation Committee's ranking Republican member to get this legislation through. And that's the way JIM HOWARD always worked, in true bipartisan fashion, to pass legislation to help the people of our country. He did not care if the constituents elected a Republican or Democrat to Congress. If they needed his help, he was happy to provide that assistance.

We in Arkansas have benefited greatly by his support. Our quality of life has been enhanced greatly by the Clean Water Act, the water resources projects and programs of the Corps of Engineers, and certainly by the Federal-Aid Highway Program that JIM so effectively shepherded as chairman of the Surface Transportation Subcommittee and later as chairman of the full committee.

I could go on to mention his many other accomplishments, his deep love of the environment, and his devotion to his Irish heritage. But suffice it to say that JIM HOWARD was a tremendous leader and a tireless soldier in the effort to improve the infrastructure of our Nation. He expended enormous energy to raise the Nation's consciousness about the determination of our public works systems. He once told me that he went to bed at night worrying about the Nation's infrastructure and felt that he was the only one concerned. We know that he was not alone and we will miss his leadership in this area. JIM HOWARD knew that without a modern system of public works this great Nation cannot expand economically.

So today I join my colleagues in naming Interstate I–195 the "James J. Howard Interstate Highway" as an appropriate recognition of 22 years of hard work in the public service of our Nation by JIM HOWARD.

Ginny and I join all of our colleagues and friends of JIM HOWARD in expressing our heartfelt sympathy to Marlene and their daughters, Marie, Lenore, and Kathleen.

Mr. Speaker, I withdraw my reservation of objection.

The SPEAKER. Is there objection to the request of the gentleman from California?

There was no objection.

The Clerk read the bill, as follows:

H.R. 4263

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. DESIGNATION.

The segment of the National System for Interstate and Defense Highways designated as I-195 in the State of New Jersey shall hereafter be known and designated as the "James J. Howard Interstate Highway".

SEC. 2. REFERENCE.

Any reference in a law, map, regulation, document, or other paper of the United States to the highway referred to in section 1 shall be deemed to be a reference to the "James J. Howard Interstate Highway".

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

(Mr. RICHARDSON asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. RICHARDSON. Mr. Speaker, I too join in the tribute to the distinguished Member of Congress, JIM HOWARD, not only a giant in the Congress but an enormously decent man.

As chairman of the House Committee on Public Works and Transportation, JAMES HOWARD had the unenviable task of setting our national infrastructure priorities. It is a difficult task to tell one community that its dire needs are not as dire of those of another community—that one community would get its new highway, while another would have to wait. In his deliberations on such issues, Chairman HOWARD was an eminently fair and just leader, slowly building a consensus on bills passing through his committee, satisfying the needs of our constituents throughout the country. His leadership and friendship will be sorely missed.

(Mr. SKAGGS asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. SKAGGS. Mr. Speaker, I would like to take just a moment to express my deep respect to JIM HOWARD and his family.

Walking over to the Capitol a few minutes ago and seeing this glorious spring day with trees in bloom and the breath of such a beautiful season in the Washington air and then to look up at the top of the Capitol and the tops of our buildings and see the flag at half staff in honor of Chairman HOWARD.

Mr. Speaker, he was my chairman on the Committee on Public Works and Transportation. He gave me his time and his energy and his consideration as well as his humor and his encouragement.

I will always remember that and I always appreciate it. I am proud to represent his daughter, Lenore, who lives in my district in Colorado and through her was able to get the chairman to visit my part of Colorado. That was an enormous honor for me.

I would like to again express my deepest sympathy to the Howard family.

The SPEAKER. Pursuant to House Resolution 414, the Chair appoints as members of the funeral committee of the late JAMES J. HOWARD the following Members on the part of the House:

Mr. Rodino of New Jersey; Mr. Wright of Texas; Mr. Michel of Illinois; Mr. Foley of Washington; Mr. Coelho of California; Mr. Roe of New Jersey; Mr. Rinaldo of New Jersey; Mr. Florio of New Jersey; Mr. Hughes of New Jersey; Mr. Courter of New Jersey; Mr. Guarini of New Jersey; Mr. Dwyer of New Jersey; Mrs. Roukema of New Jersey; Mr. Smith of New Jersey; Mr. Torricelli of New Jersey; Mr. Saxton of New Jersey; and Mr. Gallo of New Jersey.

Without objection, the Chair will reserve the right to add other Members to this delegation and will announce any additional names later in the day

There was no objection.

The SPEAKER. Pursuant to House Resolution 414, and the order of the House of Monday, March 28, the Chair announces his additional appointments to the funeral committee of the late JAMES J. HOWARD the following Members on the part of the House:

Mr. Conte of Massachusetts; Mr. Smith of Iowa; Mr. Udall of Arizona; Mr. Annunzio of Illinois; Mr. Ford of Michigan; Mr. Bevill of Alabama; Mr. Hammerschmidt of Arkansas; Mr. Alexander of Arkansas; Mr. Anderson of California; Mr. Coughlin

of Pennsylvania; Mr. Obey of Wisconsin; Mr. Lehman of Florida; Mr. Moakley of Massachusetts; Mr. Shuster of Pennsylvania; Mrs. Boggs of Louisiana; Mr. Downey of New York; Mr. Early of Massachusetts; Mr. Mineta of California; Mr. Nowak of New York; Mr. Oberstar of Minnesota; Ms. Oakar of Ohio; Mr. Panetta of California; Mr. Rahall of West Virginia; Mr. Vento of Minnesota; Mr. Watkins of Oklahoma; Mr. Weiss of New York; Mr. Stangeland of Minnesota; Mr. Fazio of California; Mr. Gingrich of Georgia; Mr. Frank of Massachusetts; Mr. McEwen of Ohio; Mr. Molinari of New York; Mr. Savage of Illinois; Mr. Shaw of Florida; Mr. Carr of Michigan; Mr. Kostmayer of Pennsylvania; Mr. Boehlert of New York; Mr. Borski of Pennsylvania; Mr. Bosco of California; Mr. Coleman of Texas; Mrs. Johnson of Connecticut; Mr. Kolter of Pennsylvania; Mr. Lipinski of Illinois; Mr. Rowland of Georgia; Mr. Sundquist of Tennessee; Mr. Valentine of North Carolina; Mr. Wheat of Missouri; Mr. Wise of West Virginia; Mr. Perkins of Kentucky; Mr. Gray of Illinois; Mrs. Bentley of Maryland; Mr. Kanjorski of Pennsylvania; Ms. Slaughter of New York; Mr. Visclosky of Indiana; Mr. Ballenger of North Carolina; Mr. Hastert of Illinois; Mr. Hayes of Louisiana; Mr. Inhofe of Oklahoma; Mr. Lewis of Georgia; Mr. Skaggs of Colorado; Mr. Upton of Michigan; Mr. Clement of Tennessee; and Mr. de Lugo of the Virgin Islands.

Mr. GONZALEZ. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 2 o'clock and 30 minutes p.m.), pursuant to House Resolution 414 and under its previous order, the House adjourned until tomorrow, Tuesday, March 29, 1988, at 2:30 p.m. in memory of the late Honorable JAMES J. HOWARD.

WEDNESDAY, *April 13, 1988.*

Mr. HAMMERSCHMIDT. Mr. Speaker, many words have been written since the recent death of our esteemed colleague, Congressman JIM HOWARD of New Jersey, and understandably so.

However, probably nothing that has been written better captures the real significance of what he did and the fervor and commitment with which he did it than the following article appearing in yesterday's Washington Post.

The commentary is authored by Joan Claybrook, president of Public Citizen, and Chuck Hurley, vice president for Public Policy at the National Safety Council.

Both of these individuals and the organizations they represent were well aware of JIM HOWARD's great ability and his successes in the legislative trenches. They knew well the depth of his concern for improved safety and a cleaner environment for all Americans.

I know that all of my colleagues will want to read the article, and I am submitting it for that purpose.

The article follows:

JAMES HOWARD AND HIS FIGHT FOR PUBLIC SAFETY

(By Joan Claybrook and Chuck Hurley)

The Post, in its March 26 obituary for Representative JAMES HOWARD, did not do justice to a man who fought some of the toughest battles on Capitol Hill and modestly sought little public recognition for his achievements.

A former schoolteacher who was first elected to Congress in 1964, JIM HOWARD became the chairman of the powerful House Public Works and Transportation Committee the year Ronald Reagan became president. He led the battles to expand Superfund enforcement of toxic-waste cleanup, to strengthen clean-water laws and to empower citizens with the right to know about dangerous chemicals in their communities.

Although he was from a Republican district in New Jersey, Democrat HOWARD didn't shrink from confronting powerful industries when their activities threatened public health and safety. And although he was a loyal Democrat, he took on Democratic colleagues when necessary—such as the pugnacious commerce committee chairman, Representative John Dingell—because he was unafraid to serve as the voice of the average citizen in America.

Howard was the leader in the fight for the 55 mph speed limit, the single most effective highway safety law in our nation's history. Since 1974 it has saved 50,000 lives and prevented many more disabling injuries.

When Congress last year voted to allow 65 mph speeds on rural interstates, HOWARD expressed disdain for colleagues who justified their votes by calculating the lives saved with new safety-belt and drunk-driving laws and then balancing them against those that would be lost because of higher speeds. "As long as we're 300 lives to the good, we're okay" is what some told Howard. He was contemptuous of these mathematics of convenience, which are totally irrelevant to the family of a child crippled or a father killed in a high-speed crash.

And when the first figures showing sharp increases in fatal high-speed crashes were described by federal officials and proponents of 65 mph as "too preliminary" and "inconclusive," HOWARD put that in perspective too. "If I was waiting for the returns on election night and I was 20 percent behind my opponent, you might say the numbers are inconclusive . . . but they sure are indicative."

Howard was inspired by President John F. Kennedy to switch from public service in the school system to serving the public in elective office. He practiced a person-to-person style of politics, always accessible and willing to listen

and, as a teacher, able to translate legislative gobbledygook into the everyday language of his constituents.

Howard was also a hard-nosed horse-trader on Capitol Hill, using the spending power of his public works committee to encourage bipartisan support for his legislative programs. He successfully led the fights for the law on a national, uniform drinking age of 21, for increased federal aid for truck safety, for assistance to states in a nationwide crackdown on drunk drivers and for greater funding of state child-passenger safety programs.

The Post's obituary emphasized that HOWARD was given significant campaign contributions from business and was entertained on others' expense accounts. This, unfortunately, is permissible under our existing laws, and committee chairs are the biggest recipients of these business funds. But what The Post did not point out is that HOWARD usually voted for legislation against the parochial interests of many of his contributors.

For example, during the Reagan years he voted for stronger pesticide, clean-air and clean-water laws; for stronger mine safety and health regulations; to retain and enlarge the power of the Consumer Product Safety Commission to regulate consumer products; for the elimination of billions of dollars of corporate tax loopholes; against the elimination of the Legal Services Corp.; for the Federal Trade Commission used-car defect disclosure bill; for oversight of doctors, lawyers and other professionals; for canceling the synthetic fuels demonstration project; for reducing the dairy subsidy; and for deleting funds for the Clinch River Breeder Reactor.

But of all his achievements, HOWARD was probably proudest of having earned the appellation "Mr. Highway Safety." He recently told the Lifesafers conference in Boston that though "some might think I'm corny, when I drive through my district at night and see the houses lit up and families inside, I wonder how many of them might not be here without 55 mph." We mourn that the light in the window has gone out on a politician who didn't forget to use his exalted position to nurture the public interest.

TUESDAY, *April 26, 1988.*

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from New Jersey (Mr. Rodino) is recognized for 60 minutes.

Mr. RODINO. Mr. Speaker, I rise today to pay tribute to our departed good friend and long time colleague the Honorable JAMES J. HOWARD. JIM's death on March 25, which shocked and saddened us all, was a great loss for the State of New Jersey and for the entire Nation.

JIM HOWARD during his 23 years as a Member of Congress upheld the highest traditions of public service. He was a man of total dedication in serving his constituency.

After he was first elected to represent the Third Congressional District of New Jersey in 1964, one of JIM's initial legislative efforts was to win approval for the building of Interstate I-195 and provide a much needed link between New Jersey's State capital in Trenton and his district along the New Jersey shore. JIM was not interested in just building another road—he wanted to do something to improve the quality of life for the people—his people.

JIM clearly expressed these concerns in one of his first speeches in the House. As he stated:

> Our population is booming and each day more and more vehicles are being used on our roads. In New Jersey many persons commute to work each day and good roads are a necessity rather than a luxury to them. In Monmouth and Ocean Counties, for instance, there are more than 500,000 residents and yet there is but one highway which links them with the State capital in Trenton. . . . It is totally inadequate to handle the number of persons who must travel on this road each day. Because it is inadequate, it is also dangerous.

This was the theme that would continue to guide JIM for more than two decades: doing something good that would help people and promote the general welfare. Using his considerable talents, he was able to overcome many obstacles and I-195 was built. I know that JIM would be very pleased that this highway now bears his name—and that it will stand as a permanent memorial to him.

JIM HOWARD loved New Jersey's seashore and did everything he could to preserve the beauty of the Jersey shoreline as an unrelenting foe of ocean dumping. He worked diligently on behalf of his district and his State and was responsible for many programs of invaluable benefit to New Jersey: the expansion of Federal aid for transportation, the maintenance of safety on our roads, and a cleaner environment.

But JIM's horizons were not confined by geographic boundaries. He never lost sight of the national implications of the issues and programs he fought for and the benefits they brought to the entire Nation. As a member and then as chairman for the past 7 years of the House Public Works and Transportation Committee, JIM was a leader in the enactment of all the major legislation concerning highways, mass transit, water projects and environmental programs. He was a farsighted leader who helped to ensure that America's infrastructure and transportation systems would be adequate; that our highways are not only convenient, but that they are safe; that our air and water is clean. Across our land, thanks to his leadership, there are public buildings, dams, bridges, waterways, antipollution projects, airports, roads and railroad stations bene-

fiting millions of people. They stand in testimony of JIM's contributions to America.

All of this is reflected in JIM's most notable legislative initiatives: the building of Interstate I–195; his successful effort in 1982 to designate a gasoline tax increase for the expansion of federally aided highway and mass transit programs: the enactment of the 55-mile-per-hour speed limit as an effective method of lifesaving and energy conservation; JIM's unwavering efforts to make drunken driving a Federal offense; his key sponsorship of the Clean Water Act and the Superfund clean-up bills.

JIM HOWARD did not think only in terms of programs—he thought in terms of people. Not just the people of New Jersey, but all Americans. And that is why he fought to ensure the safety and public health of every citizen.

JIM HOWARD was an educator before his election to Congress and—even after coming to Washington—he remained a consummate teacher. Like any good teacher, JIM was always well prepared and well informed because only in this way could he accomplish the goals that were important to him. He was firm—and fair; a skilled negotiator and consensus builder; warm and generous in the most difficult of situations; and he sought to inspire others to reach for the impossible. What he shared with us was a prophetic vision that America must be physically prepared to meet the challenges of the future. What he taught us was that a clean and safe environment is an indispensable bequest in the legacy we leave our children.

JIM HOWARD commanded the respect, admiration and affection of his colleagues. For me personally, he was a valuable and dear friend. While his death is a great personal loss to his family, JIM will be sorely missed by his friends and colleagues and by the people he loved and served—his constituents.

To his wife Marlene and his daughters Kathy, Lenore, and Marie goes my heartfelt sympathy. They are in my thoughts and my prayers.

Mr. Speaker, I conclude my remarks with the following articles: the Star Ledger editorial "The Howard Legacy," the Washington Post article by Joan Claybrook and Chuck Hurley "James Howard and His Fights for Public Safety." Also, the program and my speech from the dedication of the James J. Howard Interstate Highway and your own eloquent eulogy to JIM.

(The Washington Post article is printed on page 9.)

[From the Newark (NJ) Star-Ledger, March 29, 1988]

THE HOWARD LEGACY

Longevity in congressional service has not been that uncommon in that federal legislative branch. But New Jersey has been singularly fortunate in having two members of the House with long, unbroken incumbencies—Peter Rodino (D-10th Dist.), a veteran of 40 years, and JAMES HOWARD (D-3d Dist.), who had been in the House 24 years.

But within a matter of only a couple of weeks, the Garden State's influential representation in House seniority on key committees has been drastically diminished, first by the Rodino announcement of his impending retirement after this term, and last week, unexpectedly, by a tragic occurrence—a heart attack that took the life of Representative HOWARD.

Both congressmen served with distinction, Representative HOWARD as head of the Public Works and Transportation Committee, one of the most powerful posts in the House, and Representative Rodino as chairman of the Judiciary Committee, another extremely powerful body. The Garden State will be losing two potent legislative surrogates with their passing from the political scene.

In his role as a committee chairman, Representative HOWARD was a prime force in drafting major legislation covering such important sectors as highways, mass transit, water projects and environmental programs. These are areas of particular importance to a densely populated urban state like New Jersey.

While he was fully cognizant of and responsive to the broader national ramifications of his diverse legislative responsibilities, Representative HOWARD was particularly attuned to the needs of his home state. In a full sense, JIM HOWARD has left a lasting physical imprint on the Garden State—a legislative legacy of an integrated highway network and a significantly improved mass transit system.

These are areas of prime economic importance for a state like New Jersey that has been in the process of a vibrant expansion. And as a means of maintaining a sustained healthy future growth, the state will be greatly dependent on these essential public service facilities.

For the Howard family, there is, of course, the sense of a deep personal loss. For New Jersey, there is the loss of a committed, energetic representative who served his home state long and well.

JAMES J. HOWARD INTERSTATE HIGHWAY SIGN UNVEILING CEREMONY, APRIL 25, 1988

THE JAMES J. HOWARD INTERSTATE HIGHWAY

The United States Congress authorized the designation of Interstate 195 as the James J. Howard Interstate Highway in March to honor the memory of their colleague and his work.

The late Congressman represented New Jersey's Third Congressional District in the House of Representatives for 23 years and at the time of his death was Chairman of the House Public Works and Transportation Committee, the first New Jerseyan to hold this prestigious post.

The commemorative sign unveiled today carries a brief, but precise, message: "In memory of the New Jersey Congressman who was an untiring advocate for transportation."

Among his major accomplishments was the 55-mile-per-hour speed limit which continues to save lives on the nation's highways.

In 1978, HOWARD received the "Mass Transit Man of the Year" Award of the American Public Transit Association. He was the author of the "Howard Plan" which provides for a coordinated surface transportation policy and program and seeks to increase the federal-aid highway system, rebuild the nation's 100,000 unsafe bridges and improve highway safety programs.

Howard received the first National Highway Safety Award in 1984 for his sponsorship of the nation's first anti-drunk driving and the 21-year-old national minimum drinking age laws.

Congressman HOWARD participated at the opening ceremonies which marked the completion of Interstate 195 in 1981. The program stated:

"Without the strong efforts of U.S. Congressional Representative JAMES J. HOWARD, I-195 would only be a dream today. Congressman HOWARD drafted and steered the federal legislation which transformed state routes 37 and 38 into I-195."

The James J. Howard Interstate Highway traverses Mercer, Monmouth and Ocean Counties and provides an east-west highway for Central New Jersey. A remaining portion to be completed is part of the Trenton Complex. The completed interstate will connect New Jersey's central and seashore communities with the State Capitol Complex on the Delaware River.

PROGRAM

Sign Unveiling Ceremony, County Route 527 Bridge Over I-195, Jackson Township, 11 a.m., Monday, April 25, 1988.

Invocation: Monsignor John E. Grimes, Pastor, St. Catharine's R. C. Church, Spring Lake.

Welcome: Hazel Frank Gluck, Commissioner of Transportation.

Guest Speakers: Peter W. Rodino Jr., U.S. Representative, 10th District, Dean of the New Jersey, Congressional Delegation;

Bud Shuster, Pennsylvania, Member, House Public Works and Transportation Committee;

John F. Russo, President, New Jersey Senate.

The Unveiling Ceremony.

Family message: Marie Howard.

REMARKS OF HON. PETER W. RODINO, JR., AT THE DEDICATION OF THE JAMES J. HOWARD INTERSTATE HIGHWAY, APRIL 25, 1988

Thank you Commissioner Gluck. Marlene, Kathy, Lenore and Marie and other members of the Howard family, my colleagues, Senator Russo, distinguished guests and clergy, friends of JIM HOWARD.

On behalf of a grateful nation and speaking for my colleagues, we are here today to designate Interstate I-195 as the James J. Howard Interstate Highway. This is a highly deserved tribute to a dedicated public servant and an outstanding American whose death is a great loss for the people of New Jersey and the entire Nation.

In many respects, the effort to build I-195—which was one of JIM's first legislative initiatives more than two decades ago—reflects the qualities which highlighted his long and distinguished career in the Congress.

When JIM first campaigned for the Third Congressional District seat in 1964, he pledged to work for the construction of an East-West Highway in

Central New Jersey, one that would provide a necessary link for the people of the Jersey Shore—JIM's people—with the western part of New Jersey.

The realization of that goal would prove to be a long, hard fought, and difficult task—requiring patience and perseverance; preparation and commitment; leadership and vision—qualities which JIM HOWARD demonstrated in abundance during the many debates concerning this legislation on the floor of the House of Representatives.

His determination to overcome the many obstacles which stood in the path of building I-195 was not based on a simple desire to build just another highway. JIM's motivation was to do something good that would help people promote the general welfare—one of the great principles expressed in the preamble of our Constitution.

On January 27, 1965, in one of his first speeches in the House of Representatives, JIM offered a prophetic vision of the need to prepare for the future and, in that speech, he outlined the concerns and philosophy that would continue to guide him for the next 23 years. Let me share with you JIM's own words:

"Our population is booming and each day more and more vehicles are being used on our roads. In New Jersey many persons commute to work each day and good roads are a necessity rather than a luxury to them. Before an industry locates in a State it first takes a hard look at the highway facilities because the difference between good and bad facilities can mean the difference between success and failure. In Monmouth and Ocean Counties, for instance, there are more than 500,000 residents and yet there is but one highway which links them with the State capital in Trenton. That artery is Route 33. It is totally inadequate to handle the number of persons who must travel on this road each day. Because it is inadequate, it is also dangerous."

There clearly stated was the essence of JIM HOWARD: An abiding concern for the needs of people. Not just for the people of New Jersey, But for all Americans across the Nation. This was manifested in the thousands of jobs he helped create through the many public works programs he sponsored; the improvement in the quality of life he sought for people through an adequate transportation system; his overriding commitment to ensuring the safety and public health of every citizen; his fight for clean air and clean water.

Beginning with that speech, JIM began the fight for I-195 and under his leadership, Congress passed three separate amendments to the Highway Act.

Finally, thanks to JIM's determined and untiring efforts and his careful guardianship of this project—ground was broken in 1968 for Interstate I-195 which now stretches 34 miles from Route 38 in Wall Township to Interstate 295 outside of Trenton.

So it is only fitting and appropriate that we stand here today to dedicate this road as the James J. Howard Interstate Highway—only the second part of the Interstate Highway System to be named for an individual by Congress—the other part having been named for President Dwight Eisenhower.

But this designation does not simply honor JIM's success in making I-195 a reality. It recognizes a farsighted leader who sought as chairman of the House Public Works and Transportation Committee to ensure that America's infrastructure—its highways, its bridges, its ports, its waterways—are adequate to meet the challenges of the future. That our roadways are not only convenient for travel—but that they are safe. That our air and water is clean. That our environment is a healthy one.

This designation is also an eloquent testimonial of the respect, the admiration and affection with which JIM HOWARD was regarded by his colleagues.

But in a larger and a more underlying sense it is our Nation's expression of eternal gratitude for a quarter of a century of dedicated and outstanding public service.

(The eulogy delivered by Speaker Jim Wright at JAMES J. HOWARD's funeral is printed on page 128. The family message by Marie Howard is printed on page 158.)

Mr. ANDERSON. Mr. Speaker, it is with tremendous sorrow that I rise to say a few words about our wonderful colleague, our dear, dear friend, and my Chairman; JIM HOWARD.

It has now been over 4 weeks since JIM's passing but in all candor it does not feel like so many days have gone by. JIM had an energy, an aura, that preceded him into any room, and remained present even after he left. And I think that aura is still with us.

JIM HOWARD accomplished so much for this Nation with that tremendous energy. The backbone of this Nation is its public infrastructure. And I would defy anyone, friend or foe, to name one individual who has done more for our infrastructure than has JIM HOWARD.

Who has done more to preserve and improve our highways and public transit systems than JIM HOWARD? Who has done more for our rivers and harbors? Who has done more to protect the Nation's supply of drinking water? Who, more than JIM HOWARD, has worked effectively to protect and enhance our aviation network and stock of public buildings and grounds?

I have sat with JIM HOWARD through over 19 years of hearings. And JIM knew that when we build a bridge, we're improving this Nation's economy and we're putting Americans to work to do it.

JIM was a leader of our Nation's public works efforts since long before the fancy term "infrastructure" came along. JIM was a plain-spoken man, and didn't need fancy words to know that something was good and was right. And once he became convinced that a cause was just, there was no stopping him. Whether every Member in this Chamber agreed with JIM HOWARD on the 55 mile-per-hour speed limit issue, certainly every one of us respected him deeply for his efforts.

You know, JIM HOWARD had nothing to gain by his determined work on the speed limit. I doubt if it gained him many votes. There was never a powerful special interest backing him on this. JIM HOWARD worked so hard on the issue simply because he felt he was right and because his efforts would not only make life better for many Americans, but would, moreover, preserve their lives as well.

After having worked with him for so many years, I came to believe, sometime before JIM's death, that his approach to his job that we have; this honor that is bestowed upon us by the communities which we represent, was really a very simple one: Figure out what's right, and then get it done.

That's a two-step process, and JIM was a master of both. He could dig through all of the data and information that comes to use, reach his hand through that sometimes murky pile, and pluck out a pure gemstone; the little nugget of truth and wisdom that is essential to good public policy. And once he had that insight, once he had his goal, I've seen few who were better at making their vision become our vision.

So often, the vision of good public policy in committee and on this floor, was first seen through his eyes. And the course that was steered in reaching that policy and having it enacted was often over a rough terrain, but with him at the reins there was little doubt but that the destination would be reached.

JIM, of course, has now reached his destination as must we all. The legacy he leaves behind is evident in public works throughout this Nation. And the tremendous legacy that this may be, it is not his greatest one.

JIM's greatest legacy is our memory of him, his energy, and his aura, which still remain. Because they are his assurance that we must rededicate ourselves to the efforts and goals to which he was so committed.

Without JIM HOWARD, our struggle to achieve his goals, our goals, will be much more difficult. But because they are no less worthy, they are goals and they are efforts that we must continue to pursue.

In that pursuit, the memory of JIM HOWARD will be forever-honored, and his work will live on.

Mrs. ROUKEMA. Mr. Speaker, New Jersey and the Nation continue to mourn the untimely death of our esteemed colleague, JIM HOWARD, the veteran chairman of the House Public Works and Transportation Committee. From the personal standpoint, we will all miss his energy, sincerity, and great sense of humor. On the issues, we will not forget the valiant battles JIM fought in the name of transportation safety, environmental integrity, and economic development. He has left a legacy and a challenge for the New Jersey Congressional Delegation, to continue his good works.

First, on the issue of transportation safety, I must again express my admiration for the leadership of our friend JIM HOWARD. As one of his last acts in his committee, JIM pledged

to repeal the new 65 mph speed limit on certain noninterstate roads, a little known provision of last December's final continuing resolution.

We all remember how hard JIM fought last year during consideration of the highway reauthorization bill to counter a proposal to increase the speed limit on rural interstates. I supported JIM all the way in this effort, and I know that he found recent statistics on highway fatalities relating to the speed limit increase very distressing. I am referring to the recent National Highway Safety Administration study that documented a 52 percent increase in highway deaths on interstates where the speed limit had been raised to 65 mph. My colleagues, unfortunately, I am sure the death tolls will continue to mount and affirm the chairman's wisdom.

As we all know, debate on the highway bill itself was lively and often times acrimonious, but JIM always conducted himself with grace under pressure.

It is said that knowledge is power. JIM HOWARD had knowledge and complete command of his facts, and that's where his power was exercised in legislative battles which he usually won! That is how he earned the reputation as the chairman of the Public Works and Transportation Committee.

On the issue of environmental protection, JIM ranked at the top. Only 1 week before his death, the House voted to expand the Nation's disaster relief assistance programs. Included in the public works bill was a provision extending the authorization for the New York Harbor debris cleanup project. While advocating programs that benefited the Nation at large, JIM never forgot the pressing matters at home. And, in a tribute to our great chairman, on an amendment to delete JIM's provision, the House voted "no" by a margin of 299 votes. JIM's last floor fight was hardly a fight. It was a tribute to the man and to his integrity.

One of JIM's sterling achievements was the Clean Water Act reauthorization which Congress passed last year. JIM, in concert with another esteemed member of the New Jersey Delegation, Bob Roe, helped craft a superior legislative package which addressed a most serious national problem but one which allowed States and municipalities to do most of the planning. The revolving loan concept, a major innovation of the reauthorization legislation, will allow States to provide low-interest loans to communities in need of sewage treatment systems. Again, a tribute to JIM HOWARD's legislative genius.

Whether the issue was transportation funding, airline service, coastal pollution, or groundwater protection, JIM was the

quintessential advocate. An undeniably national leader with tremendous clout. The State itself has lost an esteemed advocate. In a State as densely populated as New Jersey, a comprehensive transportation strategy is key. In this regard, JIM was always there to go to bat for our over 7 million citizens and lend his support. It was only fitting, therefore, that only days after his death, Congress passed legislation, which the President signed into law, designating New Jersey's I–195, which was officially dedicated yesterday as the "James J. Howard Interstate Highway."

The Nation has lost a consensus-builder and effective national legislator whose drive and ambition reflected an enduring commitment to public service. I guess that best sums up JIM HOWARD—the public servant par excellence.

On March 29 in Spring Lake, we joined JIM HOWARD's wife, Marlene, and his children and paid our last respects to our chairman. Once again, we extend our heartfelt sympathy to his family. They should rest comfortably in the knowledge that JIM HOWARD may be gone, but his legacy lives on and indeed surrounds us—in the clean water we drink and the safe roads we enjoy.

Mr. Speaker, the gentleman from Pennsylvania (Mr. Shuster) was one of JIM HOWARD's closest friends, and while he must be back in Pennsylvania today for the Pennsylvania primary, he asked that we include his tribute to JIM HOWARD in this special order.

Mr. SHUSTER. Mr. Speaker, for 16 years, JIM HOWARD and I worked side by side on the Public Works and Transportation Committee. For most of those years, he was the chairman of the Surface Transportation Subcommittee and I was its ranking member. In all those years, day in and day out, JIM HOWARD, never once, put politics ahead of his country. He not only was a good and decent man . . . he was a builder of a better America. His legacy lies not simply in the words we use to honor him, but much more importantly, in the clean streams and safe highways and modern airports and public transit systems which, thanks to him, serve millions of Americans every day of their lives.

In a season when showhorses are prancing their stuff, it is revitalizing to reflect that JIM HOWARD was a workhorse. He was one who used his energy to create real enduring American assets, rather than fluff his way through public life, enjoying the prestige and attention that accompanies service in this

great institution without fighting the hard, tedious, gut-wrenching battles so essential to substantive accomplishment.

Often, when JIM and I left the committee to walk over together to the floor for a vote, we kidded each other that we were going over to cancel out each other's vote. And we did disagree on several issues. But when it came to the transportation interests of America, we stood together.

Some words from Vachel Lindsay's wonderful poem, "The Eagle That Is Forgotten" seem especially fitting for JIM HOWARD:

Sleep softly . . . eagle forgotten . . . under the stone.
Time has its way with you there, and the clay has its own . . .
Sleep on, O brave hearted, O wise man that kindled the flame—
To live in mankind is far more than to live in a name,
To live in mankind, far far more than to live in a name.

Not only does JIM's name live on, but his deeds will continue to touch the lives of millions of Americans every day of their lives as they travel through a cleaner, safer America.

To Marlene and the family, we can only emphasize what they already know: We loved JIM not only for what he did, but for what he was, and we shall carry in our hearts his memory until the day we die.

Mr. MOAKLEY. Mr. Speaker, I would like to thank the gentleman from New Jersey (Mr. Rodino) for reserving this special order and to offer my condolences on the passing of our colleague, the distinguished chairman of the Public Works Committee, and Member of Congress from the Third District of New Jersey, Representative JIM HOWARD.

Mr. Speaker, when JIM was elected to Congress in 1964 his top priority was to be appointed to the Public Works and Transportation Committee. JIM knew that was the committee on which he could serve his district's best interest. Almost immediately JIM made his presence known, he was the main force behind an authorization for a limited access highway that connected his Jersey Shore district to Trenton. It is appropriate that the highway will now be known as the James J. Howard Interstate Highway.

During JIM's career in the House he was responsible for many of the improvements on our Nation's highways, waterways, and airports. His position as chairman of the Public Works Committee enabled him to not only serve the people of the Third Congressional District of New Jersey, but also the people of the Nation. He was instrumental in the establishment of the 55-mile-per-hour speed limit, the 21-year-old min-

imum drinking age, and the revitalization of the mass transportation system in our country.

Mr. Speaker, over the past few years I have had the opportunity to work with JIM in seeking Federal aid for a third harbor tunnel in Boston. Members who have traveled to Boston are well aware of the need for an additional tunnel, and the improvement of the Central Artery Roadway. This project was a top priority of mine and the Boston delegation. Through JIM's cooperation and leadership within the Public Works Committee we were able to obtain the necessary funding for the project. I think that it's safe to say that without JIM's assistance these two projects would never have been started. Though JIM may not have been as well known outside of Congress, he was a very effective leader of this body and, because of his effectiveness and leadership, his legislative achievements stretch from Maine to California.

Mr. Speaker, JIM HOWARD will be remembered as a man who cared for his country, and as one who took pride in the improvements of the Nation's public works system. We have not only lost a valued Member of this House, but we have all lost a good and dear friend that will be sorely missed. May condolences go out to his wife, Marlene, and his three daughters, Kathy, Lenore, and Marie.

Mr. HAMMERSCHMIDT. Mr. Speaker, I thank the gentleman from New Jersey for requesting this special order so that the many friends of Congressman JIM HOWARD in this body can reflect for a few moments on the enormous impact of his life and long and distinguished career of public service.

I was profoundly shocked and saddened when I learned of his passing and even now find it difficult to imagine that he is not still with us. Certainly I have lost a dear friend and colleague. It had been my good fortune to serve with JIM HOWARD on the Public Works and Transportation Committee throughout my entire congressional career, and, in this Congress, we worked very closely together in our positions of leadership on the full committee.

I considered myself fortunate, not only to have had the benefit of a personal and professional association with him, but also to have had a front row seat to watch his legislative mastery at work.

He was, first and foremost, totally committed to the causes he championed. He had a deep feeling for people and burning desire to make life better for all Americans.

His commitment to goals always came early. He was a man of great vision. For instance, he saw the danger signals of a weakening national infrastructure long before they became apparent to Congress and the Nation at large.

Once he saw a problem, he threw all of his passion and his energies into developing an effective and lasting solution. And once JIM HOWARD threw himself into a battle, the legislative barriers began to fall.

He was not only committed, he was skilled, tough and persistent, and in the long run—to no one's real surprise—he was successful.

When he saw the deficiencies in our Nation's transportation infrastructure, he took the lead in drafting the Surface Transportation Assistance Act of 1982, which raised the Federal gas tax by 5 cents to help expand the Federal-Aid Highway Program and provide a predictable funding source for mass transit.

It seemed at times that JIM wanted to do it all, and he just about did. Consider the fact that in addition to the 1982 Highway Act, he sponsored such landmark bills as the Clean Water Act Amendments of 1987, the Water Resources Development Act of 1986, and the Motor Carrier Act of 1980—all of which were enacted into law.

And that does not include his successes in the area of highway safety.

Since, as JIM HOWARD, once said, "He went to bed worrying about the Nation's infrastructure," he surely must have lost sleep worrying about the thousands of Americans killed on our Nation's highways.

It certainly was no secret that he felt an awesome responsibility, as chairman of the committee with jurisdiction over highway safety, for the lives of those who travel the highways and byways of this Nation.

Once again, combining a deep sense of commitment with his typical drive and perseverance, he sponsored and saw enacted the 55-mile-per-hour speed limit law, the 21-year-old minimum drinking age, the Howard-Barnes drunk driving bill, the Commercial Motor Vehicle Safety Act of 1984, and the Uniform Commercial Driver's License Act of 1986.

He took the broad view of those problems he tackled. They were not urban problems or rural problems; they were not the problems of a large State or a small State; and they were not Democrat or Republican problems; they were national problems.

Even though he was a strong leader, JIM HOWARD was not a one man show. He actively promoted bipartisanship on our committee, and those of us on the minority side played a strong role in all of the committee's legislative undertakings. His fairness, dedication, and concern earned for him the respect, admiration, and loyalty of both members and staff alike.

It was easy to work with JIM HOWARD, and, I suspect, easy to work for him. Not that the work load was light, but there was something inspirational about a man who had been at his job more than 23 years and still was consumed with such enthusiasm, energy, and commitment to excellence. In those two decades and more, he was an extremely productive Member of this body, and monuments to his good works are everywhere.

JIM's remarkable wit, his Irish pride, and his easily approachable and accessible nature stood him in good stead both here in Washington and back in his beloved New Jersey.

He was on the job day and night representing the interests of what he proudly described as the best constituents in the Nation. He worked tirelessly to improve the quality of life for all of his district, and he was especially vigilant in protecting the Jersey shore from the dangers of pollution.

As in just about everything he attempted, when it came to the needs and concerns of the Third District, JIM HOWARD got the job done.

I saw something of the magnitude of his constituents' love and concern during the sad occasion of his funeral in Spring Lake. They knew that they had lost a loyal friend and an irreplaceable asset. So did we.

Above all else, JIM HOWARD was devoted to his family and he was immensely proud of them. So it is to his lovely wife, Marlene, and daughters, Kathy, Lenore, and Marie, that Ginny and I offer our deepest sympathy.

Mr. GILMAN. Mr. Speaker, I join with my colleagues in expressing deep regret at the recent passing of our highly respected colleague, the gentleman from New Jersey, JAMES J. HOWARD.

JIM HOWARD was a true gentleman, always willing and eager to lend a helping hand to any colleague who sought him out, regardless of party affiliation or seniority. Following his first election to the House back in 1964, he became a master of procedure and protocol. Newer Members often sought out JIM's counsel and without exception always found him a font of information.

JIM HOWARD will be best remembered as the outstanding chairman of our House Public Works Committee, often commenting that the Public Works Committee "has probably done more economic good for more people than any other committee in the Congress."

JIM HOWARD will be remembered not only as a builder of bridges, highways, airports and railroads, but also a staunch friend of the environment. The Clean Water Act which was overwhelmingly approved last year over a Presidential veto will be remembered as a fitting monument to this caring legislator.

Throughout the 1960's and 1970's, JIM HOWARD was a consistent spokesman for the continued expansion and improvements in our transportation infrastructure. There can be no doubt that the Federal Interstate Highway System, so vital to our Nation's economy, would not have progressed and expanded throughout the past 20 years were it not for JIM HOWARD's persistence and diligence. The recent closing of the Williamsburg Bridge in New York City due to structural weakness is the embodiment of the dire warnings of the erosion of our transportation structures that JIM HOWARD had issued many times over the past two decades.

JIM HOWARD came to this Congress with a broad background in education—as a teacher and as an administrator. During his 24 years in the Congress, he taught us by his sterling example of the manner he responded to the demands and responsibilities of his congressional office.

To JIM's widow, Marlene; to their three daughters, Kathy, Lenore, and Marie; and to the many other loved ones that JIM has left behind, we extend our sincere condolences. We know that no words spoken here today can fully assuage their grief, but perhaps they will find some comfort in the knowledge that many share their loss and that JIM's shoes will not be readily filled.

Mr. HUGHES. Mr. Speaker, I thank the gentleman from New Jersey (Mr. Rodino) the dean of our delegation for yielding to me.

Mr. Speaker, I rise today to join in paying tribute to our good friend and colleague JIM HOWARD. It's been nearly a month now since he passed away and I still find it difficult to believe he is no longer with us.

Some 240 years ago, the Earl of Duke wrote a letter to his son, advising him to "be wiser than other people if you can, but do not tell them so." I came across that quote recently and it struck me as perhaps a fitting way to describe JIM HOWARD's

legacy in Congress. He was indeed a man of great wisdom and vision, enormous energy, and talent. But people often didn't realize it because he wasn't a headline grabber. He chose to work on issues that often times were less than glamorous—though they were significant.

People are now beginning to appreciate the enormous contributions which JIM HOWARD made to New Jersey and the Nation during his long and successful career in public service. He was a great leader and our country has suffered a major setback with his loss.

There is no question but that JIM HOWARD was one of the workhorses of the Congress. He had a unique ability to work extremely hard for his congressional district and his State. It's difficult to travel anywhere in New Jersey where you don't find JIM HOWARD's fingerprints on a transportation or economic development project that created jobs, protected the environment or helped improve the quality of life in our State.

As a national leader, JIM HOWARD was deeply committed to creating jobs and putting people to work through public works projects. He had the vision to realize long before most public officials that America's future depended on a modern network of highways and bridges, water and sewage treatment facilities, airports and other mass transit projects—in other words, a complete rebuilding of our Nation's infrastructure.

As chairman of the House Public Works and Transportation Committee, he carried out that goal by helping to direct billions of dollars into public works projects across the country. It was indeed fitting when Congress voted several weeks ago to name Interstate I–95 in New Jersey after JIM HOWARD. I know his family and friends are very proud of this tribute.

Personally, I lost a good friend and reliable ally. I looked to him for guidance when I first came to the Congress as a freshman in 1975, and he was always there to help. Over the years we had many opportunities to work together on projects of mutual concern, such as our efforts to end the dumping of sewage sludge off the coast of New Jersey. I can assure you that it was always better to have JIM HOWARD on your side in these battles than against you. He was tough and tenacious and he knew how to get things done. JIM HOWARD loved this country, this institution and in particular his family.

JIM was a warm and generous man. We shared many laughs and good times together, and now I share the sorrow of his passing. My wife Nancy and I extend our deepest sympathy to JIM's wife Marlene and their three beautiful children: Marie,

Kathy and Lenore. We were proud to be JIM HOWARD's friends and we miss him very much.

Mr. HUBBARD. Mr. Speaker, it is with great sadness and a personal sense of loss that I rise today in memory of the late distinguished chairman of the Public Works Committee, Honorable JAMES J. HOWARD of New Jersey. I served in the Congress for nearly 14 years with JIM, and I know how deeply he will be missed. This body will certainly miss his leadership and assistance, and my sincerest sympathies are extended to his wife, Marlene, and their three children.

JIM's tireless efforts as the chairman of the Public Works and Transportation Committee will never be forgotten. We can largely attribute the vast improvement in this Nation's highways and transportation systems to his determination. He rallied endlessly for legislation to fund and improve our highway and transportation systems, and he has left his mark on this Nation's roads that were in such desperate condition just 7 years ago.

JIM was also the type of person who took the time to address those issues that faced the American people. This past February I was privileged to have Chairman JIM HOWARD accompany me to western Kentucky, meeting with my constituents on matters of vital importance to my First Congressional District. He spoke words of encouragement to the Hickman community about their eligibility for Federal aid for the city from the Economic Development Administration. He emphasized how the proposed $700 million Olmsted Lock and Dam project near Paducah would benefit the towing industry. He met with officials at the Murray State University to show his interest in the campus where many New Jersey constituents have become students.

JIM was a special friend whom I will never forget. I speak for everyone when I say he will be sorely missed by his colleagues in the House of Representatives.

JIM HOWARD and I were neighbors in the Rayburn House Office Building—of the same hallway of the first floor.

It is ironic that it is on my wife Carol's birthday that I pay tribute to a Congressman, for whom Carol had so much admiration.

May God richly bless the family of JIM HOWARD.

Mr. ROE. Mr. Speaker, I certainly want to pay my high regard to the dean of our delegation, Dean Rodino, for not only taking this special order, but speaking so eloquently on behalf of Chairman HOWARD.

Mr. Speaker, it is with the deepest admiration for a life too full of accomplishments to count that I take part in this special order today for my good friend and colleague, Congressman JAMES J. HOWARD, with whom I worked so closely for all of my 19 years here in the House of Representatives until he was tragically taken from us last month. I have known him for well over 35 years because, when he first came to Congress, I served as the commissioner of the Department of Conservation and Economic Development in the State of New Jersey in the cabinet of Governor Richard Hughes, and many times JIM used to come to Trenton, and we did a lot of radio broadcasts and television programs together extolling the virtues of New Jersey and the things we should be doing in the Congress and throughout this country, not only for our State, but for the other States throughout the Nation.

So we built up a long friendship, and a long relationship together and a very close friendship, and I certainly know that JIM's loss was a devastating blow for his devoted and wonderful wife, Marlene, and their children, and I am especially proud of the strength and courage they have shown during this most difficult period.

At the same time, Mr. Speaker, JIM HOWARD's loss to this country, which he so loved and served for more than two decades, is also great. It is clear that from all he did in public service that JAMES J. HOWARD most assuredly was a great American.

Now I think that when we were making recognitions of remembrances and the way we feel that there are bright sides that should be recognized and some of the nice things that happen to people that make them close friends, and I think the first and foremost, working with JIM for so long here in Congress, that I would declare him to be the master builder of America. There is nobody in this House, 435 Members strong, whether it had to do with a dam, or reservoir, or flood control, whether it had to do with highways, bridges, or ports or anything that makes America great, the very foundation of the economic strength of America, which was under the jurisdiction of the Public Works Committee under JIM's jurisdiction, that he did not know about. I think that many Members did not give him quite the credit, that he understood precisely what was happening in the State of Washington, or Oregon or down south in Kentucky, or some of the many other States throughout the Nation. So, when he came to the floor, he was not just parroting about some project someplace. He intimately knew what the issues and problems were and what the situa-

tion was behind the issues, so I think that is one of the great reasons that he was as effective as he was as chairman of this committee in heading up the most important committee, in my judgment, in the House of Representatives.

So, master builder he was. The press used to come out at times, and they would talk about Public Works as being the pork barrel committee. They would say that is the committee that spends the money. But my colleagues know, and it always amazed me, when anybody had a problem in America in any State, or any city, or hamlet or village, that affected their sewers or just the water they drink, their sewerage programs, their roads, their transportation and public buildings, and no matter what the situation was, they always had to come back and say to JIM HOWARD in the Public Works Committee and the chairman of the Public Works Committee, "We have a problem; can you help," and JIM HOWARD was always the first one there to help get it done.

So, if we look at America as it is, we have to talk about the quality of life in this country certainly in safety and every other way, has been enhanced by the leadership of JIM HOWARD. My colleagues know, although he accomplished so much in his 23 years in Congress representing the Third District of New Jersey, I believe that the headline on an article in last Tuesday's Washington Post about JIM HOWARD really put into perspective what this man was about. The headline said: "JAMES HOWARD and His Fight for Public Safety." JIM HOWARD really cared about the people of this Nation, and he dedicated himself to making a safer world for all of them and all of us. JIM HOWARD fought against great opposition to make the 55-mile per hour speed limit a reality, a law that had been estimated to have saved at least 50,000 lives in the past 14 years, and he carried that battle out to the very end. He fought for a 21-year-old minimum drinking age and for legislation to help States combat the menace of drunk driving. In doing so, he saved countless numbers of very precious lives.

JIM fought for a safer America on other fronts, too. He worked for increased Federal aid for truck safety and for State programs to promote child passenger safety. He sponsored the Motor Carrier Safety Act of 1984, the Motor Carrier Act of 1980, the first regulatory reform of the trucking industry in 50 years. He fought for stronger enforcement of Superfund statutes providing for cleanup of toxic waste dumps around the Nation and for a strong Clean Water Act. He and Bill Hughes, who preceded me, as my colleagues know, in making his comments tonight, have fought extremely hard for cleaning up the

waters of this country, particularly the oceans, and I know that one of the bills that he, both he and JIM, were working on, and Bill continues to work on, has to do with the dumping of plastic materials into the oceans of our country and the waters of our country that is killing and maiming so much of our natural wildlife.

He fought for stronger enforcement again of Superfund. He sponsored legislation to require the closing of the New York Bight 12-mile sewage sludge dump site and required the relocation of the 6-mile mud dump site by 1989.

You know, who wants to talk about sludge sites and bight sites in New York and New Jersey? Well, it happens to be that he was fighting to stop the States from dumping millions and millions of gallons of polluted sludge waters into the waters off the coast of New Jersey and New York.

He was also the author of the HOWARD plan, which combined mass transit and highway legislation into a coordinated surface transportation policy for the first time.

So the litany goes. There is no beginning and no end. Mr. Speaker, the list of achievements is endless and JIM HOWARD was committed toward making America a better and safer place for all of us in which to live.

As Congressman Bill Hughes pointed out, beyond the accomplishments was JIM HOWARD, the man. The Washington Post article also described him as hard-nosed. I think it is safe to say that when it came to the issues he really cared about, like the safety of the American people, he could be as tough as any man, and many times tougher than most; but at the same time he was kind, compassionate, and devoted to working for what was right. This was JIM HOWARD, our friend. We are going to miss him very much.

Mr. ANNUNZIO. Mr. Speaker, it is with great sorrow that I rise today to join my colleagues in paying tribute to Congressman JAMES J. HOWARD. I mourn his loss not only because this Nation has lost a dedicated public servant, but also because I have lost a dear friend. We were elected to the House of Representatives in the same year—1964—and ever since, JIM has given outstanding service to our Nation and to his constituents from the Third District of New Jersey.

Before coming to Congress, JIM served with the U.S. Navy during World War II, and afterward, studied education and received his master's degree in that field. He taught school in New Jersey for a number of years before running for Congress.

His distinguished career in Congress lasted almost 24 years. By 1973, he was chairman of the Subcommittee on Energy of the Public Works Committee. He also served as chairman of the Subcommittee on Surface Transportation of the Public Works and Transportation Committee. In 1980 he became chairman of the full Committee on Public Works and Transportation, and continued to serve in that capacity until his untimely death.

In each of these positions, and in all of his legislative work, JIM left his mark. He had a mind of his own. He was not afraid to fight for the causes in which he believed. As chairman of the Subcommittee on Energy, JIM led the crusade to establish a nationwide speed limit of 55 mile per hour. This reduced speed limit not only saved energy at a time when our Nation was petroleum-short, but most importantly, it saved lives. Since 1974, approximately 50,000 lives have been saved, thanks to this law, and that means 50,000 people who are alive today owe their lives to JIM HOWARD.

If his career had ended then, this Nation would still have been in debt to JIM. But JIM continued to fight for the public safety. He campaigned for stricter drunk driving penalties and for child-passenger safety laws. He also advocated more effective clean air and clean water laws, and stricter pesticide rules, always keeping the public interest uppermost in mind. In 1982, he successfully led the fight to override the President's veto of the Surface Transportation and Uniform Relocation Assistance Act, which authorizes the funding necessary to complete America's 42,000 mile interstate highway system.

On behalf of Mrs. Annunzio and myself, I extend our deepest sympathy to his devoted wife, Marlene, to his three daughters, and to the other members of his family. He has left a priceless legacy which will not soon be forgotten.

Mr. BROOKS. Mr. Speaker, I rise today to join my colleagues in expressing our sense of deep sadness at the passing of our beloved friend, JAMES J. HOWARD of New Jersey's Third Congressional District. His death on March 25 marked the passing of an outstanding leader and a dear friend of mine.

Congressman HOWARD served this body with both distinction and dedication. As chairman of the House Public Works and Transportation Committee, JIM HOWARD earned the respect of all with whom he came in contact. On the floor of the House of Representatives, Congressman HOWARD brought compassion and understanding to the deliberations in our Chamber.

The people of New Jersey's Third Congressional District were indeed fortunate to have Congressman HOWARD represent their interests here in Washington with such energy and devotion. They could not have had a stronger advocate and he left an enduring mark in this House.

All of us in the 100th Congress will miss his many contributions to our joint legislative efforts. He set a high standard of excellence for others to follow. I valued his leadership and I will miss his warm friendship. His work in Congress will continue to be of great benefit to people across this Nation and they, too, will miss him. His wife, Marlene, and his three daughters Kathy, Lenore, and Marie have my deepest sympathy.

Mr. FLORIO. Mr. Speaker, when we lost JAMES J. HOWARD a few weeks ago, those of us in this body lost a friend. The people of New Jersey lost an advocate. And the people of our Nation lost a tireless champion for the cause of safety.

As they drive along our interstate highways, most Americans probably give little thought to who is responsible for the ease with which they get from place to place. JIM HOWARD deserves much of the credit. But it didn't bother him if his name wasn't a household word or he didn't see himself on the evening news.

JIM HOWARD worked hard. He worked very hard. He did it because it was important to him that he served. This was not a man who entered public service with cold calculations as to what he intended to get out of it.

JIM HOWARD fought for what he believed in. He didn't win every battle, but he won respect and admiration from his colleagues—and his untimely passing cannot diminish that.

Mr. MILLER of Ohio. Mr. Speaker, I want to join my House colleagues in paying my respects and expressing my deepest sympathy upon the passing away of our good friend, JIM HOWARD. It is with profound sorrow and shock that we learned of his death.

There are so many ways we can express our appreciation for the outstanding contributions JIM HOWARD made to this House and to the improvement of this great Nation. The vast public works projects which benefited our economic development, provided jobs, and opened vital transportation systems and routes, all stand in tribute to a man who made his priorities the business of Congress and the betterment of our society.

His career in the U.S. Congress was marked by distinguished service and astute legislative action. I know that I personally

relied upon his good counsel and advice on a number of occasions. He worked tirelessly for those programs which went far beyond the immediate concerns of his district and the State of New Jersey. If there was ever a Member whose efforts were felt from one end of this Nation to the other, it was JIM HOWARD. His work was marked with a gracious manner and consistent persistence that impressed us all.

JIM HOWARD will be greatly missed in this Chamber, in this House, and in every proper effort that made this Nation prosperous and successful. I want to extend my sympathy to his family and remind us all that we have a certain responsibility to remember all he represented, what he championed and how he epitomized the responsibilities of an able and dedicated legislator.

Mr. CONTE. Mr. Speaker, we all suffered a huge loss on March 25. The Nation, the State of New Jersey, the House of Representatives, and me personally, when our colleague JAMES J. HOWARD passed away.

I have served in this body for 30 years. I have had the pleasure of serving with many hundreds of Members of Congress over those three decades. But few have meant more to me, and few have done more for this country, than JIM HOWARD.

JIM died following a heart attack suffered on a golf course outside of Washington. With his death, he leaves behind a legacy almost unparalleled in this House. For 23 years he represented New Jersey's Third Congressional District with honor, with integrity, and with distinction.

From 1981 until his untimely death, JIM ably headed the powerful Committee on Public Works and Transportation with a sense of fairness and equity that was admired by all who dealt with him.

I think it would be fair to say that JIM HOWARD did more to protect American lives than virtually anyone. This great servant of the public led the charge for a 55-mile-per-hour speed limit that has been credited with saving more than 50,000 lives and preventing many, many more crippling injuries. He was recently named "Mr. Highway Safety" in honor of his devotion to safe roads across our country.

But to emphasize only his record on highway safety without mentioning his yeoman efforts in other areas would be unfair. The great warrior JIM fought the battles in the trenches to enact tough consumer protection laws ranging from the strengthening of the Consumer Product Safety Commission to stronger pesticide, clean water, and clean air standards. The

battlefields changed, but JIM's dedication to public safety remained steady.

For 23 years JIM was a revered Member of this House. But the caring for his fellow man extended well beyond that. Prior to coming to Congress, JIM was both a public school teacher and a principal. He received a great deal of recognition during those years for the same type of abilities that he showed all of us in Congress.

Mr. Speaker, JIM's accomplishments throughout his life would fill the pages of an entire Congressional Record and more. But words could never describe the personal loss that I and so many others have felt with JIM's passing.

My wife, Corinne, and I will cherish the many treasured memories we have shared with JIM and his lovely wife, Marlene. His leadership—and more importantly, his friendship—have meant more to me personally than I could ever explain.

Whether on the golf course or on the floor of the House, JIM's love for life and his fellow man were truly inspirational. Corinne's and my thoughts, our love, and our prayers go out to Marlene and the rest of the Howard family. Your loss is felt and shared by many.

Mr. FASCELL. Mr. Speaker, I would like to join our colleagues in paying tribute to one of our most esteemed colleagues. JAMES HOWARD was a powerful factor in Congress since he entered in 1965. As chairman of the Public Works and Transportation Committee, he worked diligently toward providing the Nation's people with an effective and safe transportation system.

JIM had the courage to pursue his beliefs. He was a competent and warm person who strongly defended the interests of his constituents. He was an individual intensely devoted to them and made decisions to benefit them as well as the Nation.

JIM HOWARD touched each of our lives. Whether it was for his colleagues in Congress or the people of the Nation, he was always trying to improve our transit system. Over the years, his style and determination left their mark on our Nation's legislative process. He made his impact felt in the House in many ways, but one of the most important was his ability to make things happen.

With the able leadership of our colleague, JIM HOWARD, our highways have become better and safer. In so many ways, quietly and effectively, with 3great determination, he also worked hard to make the world safer and better. I am proud to have

served with JIM HOWARD. His commitment and service will continue to provide an example to us all, and his presence here will be sorely missed. My sincere condolences go to his wife, Marlene, and to his children.

Mr. MONTGOMERY. Mr. Speaker, I want to join my colleagues in this special order today in honor of our friend, the gentleman from New Jersey, JIM HOWARD. I want to thank Peter Rodino for taking this time so we can pay tribute to the 25 years of service JIM HOWARD gave to his State of New Jersey and to the country.

JIM's office and mine were on the same hall. I saw him a lot over these past few months and got to know members of his staff.

We will always remember JIM HOWARD as one of the strongest committee chairmen in this Chamber. He was always out there pushing and working hard when his bills were on the floor for consideration. He understood public works and what they meant to the country's development. He was also one of the most knowledgeable men in Washington on our transportation problems.

JIM's was never afraid to take a strong stand. I especially remember his tough fight to keep the speed limit at 55 miles per hour.

He was a good friend. We will all miss him.

Mr. CHAPPELL, Mr. Speaker, I join my colleagues in expressing deep sorrow at the passing of our distinguished colleague, JIM HOWARD, and in extending heartfelt condolences to his wife, Marlene, his three daughters, other members of the family and his staff.

JIM HOWARD cared deeply about this country. His keen leadership abilities were most apparent in his chairing of the very important Public Works Committee. In this capacity he brightened the face of our country with so many vital public projects which enhanced the strength and competitive abilities of our Nation. Indeed, he has left his indelible imprint on our roads, public utilities, and in general on our opportunities to breathe clean air, drink clean water, and tend our lands free of so many hazards prevalent in today's world.

Our Nation has lost a great patriot. We have lost a dear friend and colleague. We shall all miss him deeply.

Mr. TRAFICANT. Mr. Speaker, today I rise to my tribute to my chairman, my colleague, and my friend, JIM HOWARD.

I would like to extend my sincere condolences to JIM's wife and family. Although JIM is no longer with us, his goals and accomplishments will live on. As a fellow member of the House Public Works and Transportation Committee, I valued his opinion and trusted his judgment. JIM's family and friends can be comforted by the fact that he was a respected Member of the House of Representatives and an individual dedicated to improving the economic and social well-being of every American.

During his more than 23 years in the House, JIM worked hard to improve and maintain our Nation's infrastructure. He recognized the importance of an integrated interstate highway system and was the chief sponsor of the 55-mile-an-hour speed limit and 21-year-old drinking age laws.

As the chairman of the House Public Works and Transportation Committee, JIM led the fight to sustain the funds necessary for an expanded highway program and coordination of a national surface transportation policy.

For me JIM was a valuable ally and major influence on projects and programs of particular importance to my district. I could always count on his support and I will miss the opportunity to seek his advice on issues related to the Public Works and Transportation Committee.

Mr. Speaker, JIM HOWARD was truly a valuable Member of this body and although his presence will be missed, his ideas and convictions will move ahead.

Mr. SMITH of New Jersey. Mr. Speaker, I think it is only fitting that we take the time this evening to honor and highlight the extensive and successful career of our former colleague, JAMES J. HOWARD.

Mr. Speaker, prior to my election in 1980, and certainly throughout my tenure in the Congress, JIM HOWARD has been recognized as one of the more notable and respected members of the New Jersey congressional delegation. He served the people of New Jersey's Third Congressional District with dedication and compassion and accumulated a distinguished record as an active member—and later as the chairman—of the House Committee on Public Works and Transportation.

Among the more noteworthy achievements in JIM HOWARD's record are his work on a number of highway bills signed into law throughout the 1960's, 1970's, and 1980's. In fact, in recognition of JIM HOWARD's leadership role in the expansion and upkeep of America's infrastructure, the Congress and President Reagan named a major New Jersey artery—Interstate

195—after JIM. The newly named James J. Howard Highway became a reality in part because of JIM HOWARD's hard-fought battles in the Congress in the late 1960's. Since the bulk of this roadway runs within my district, I am particularly aware of its importance in facilitating safe and easy east-west travel for business and tourist activities in the State of New Jersey.

Mr. Speaker, I must say that any review of JIM HOWARD's work in the Congress would be remiss if it did not highlight his commitment to highway safety and the 55-mph speed limit. A leader in the fight for the 55-mph limit in the 1970's, JIM was rightfully proud in having helped establish a law estimated to have saved over 50,000 lives since 1974. While the 55-mph limit has since been modified, I think time will tell and more people will agree with JIM's contention that the 55-mph speed limit is a lifesaving tool that should not be disregarded.

Mr. Speaker, shortly after his death, the Washington Post carried a column by Joan Claybrook and Chuck Hurley which outlined JIM HOWARD's contributions as a public servant. At this point, I would like to insert it in the Record so that others will have a chance to read this brief but favorable profile of a dedicated Member of Congress.

(The Washington Post article is printed on page 9.)

Mr. CLINGER. Mr. Speaker, I am very pleased to join with so many of my colleagues in paying tribute to our departed friend and a great leader in this House—JIM HOWARD.

I must confess that I got off on the very worst foot with JIM shortly after I came to Congress and was appointed to the Public Works and Transportation Committee in 1979. The National Republican Congressional Committee asked me to go to a small town on the coast of New Jersey to speak at a big party function. When I got there you can imagine my shock and dismay when I discovered that I was the principal speaker at a fundraising dinner for JIM's Republican opponent that year.

Well, I gave about 25 percent of the speech I was prepared to give, avoided the local press, and slunk out of town praying that there would be no mention of me in any news reports. A week or so went by and I thought I was in the clear. And then one day I passed JIM in the hall and without breaking stride he said, "Did you have a good time in my district, Mr. Clinger?"

I feared the worst. Even then JIM was one of the most influential members of the committee and in line for the chairmanship. He could have made my life miserable to say the least. But he never did. And that fact says volumes about the man. It also made me one of his biggest fans.

JIM HOWARD was never small-minded or vindictive. In fact, just the reverse. The committee has been a model of bipartisan cooperation under JIM's leadership. We in the minority were always consulted about committee business and whenever possible, our ideas have been adopted. We never felt shutout of the process. In fact, JIM went out of his way to emphasize the bipartisan nature of the committee—often attending fundraising events for Republican members. And he fought just as hard for meritorious projects in Republican districts as he did for those in Democratic districts.

Under JIM HOWARD's dynamic leadership, the Public Works and Transportation Committee enjoyed a unique reputation for effective legislation. We rarely came to the floor with a bill which the entire committee could not support. The reason was that JIM was a masterful diplomat and negotiator. He could find ways to satisfy the concerns of members without compromising on essential elements of a bill.

JIM HOWARD was a strong leader, a tireless worker to improve public facilities and the Nation's transportation network and a good friend to all of us. The poet W.H. Auden once wrote, "Everyday there die among us those who were doing us some good and knew it was never enough but hoped to improve a little by living." JIM HOWARD was one of those. He improved us all and his Nation by living. He will be sorely missed.

Mr. UDALL. Mr. Speaker, earlier this month I was greatly honored by the family of the late JIM HOWARD to be one of the speakers at the rites and ceremonies in honor of our fallen colleague. I spoke from notes and have tried to recapture for the Record the thrust of my comments at that solemn occasion:

We gather today in love and affection for our late friend and colleague, JIM HOWARD, and for his magnificent partner, Marlene, and daughters Marie, Kathy and Lenore.

From my observation point, I can bear witness to the family and to the folks who sent him to Congress for some 23 years, that JIM was one of the best, most gifted, productive and beloved Members of this institution we call the House of Representatives.

We mourn JIM's death, for something special has been taken from all of us, and yet we can also celebrate his life and the special qualities that affected each of us. . . his loyalty, his honesty and his endless capacity for friendship.

I can never forget the first time I met JIM HOWARD—it was one of those rare times when you sense an instant rapport with another human being—and a couple of days later I was talking to a newcomer who said, "You know this JIM HOWARD?" I said yes, and he said, "I feel like I've known him all my life." I replied, "He affects everyone that way."

What was the secret by which this educator and school teacher became a leading member of this House and chairman of the House Public Works Com-

mittee, a bastion of resources and development? He certainly followed a great line of chairmen, giants in the field like Blatnik, Jones, Bizz Johnson and one of our senior members who preceded me at the podium, Speaker Jim Wright.

Thomas Jefferson once said that the art of government, the sole art, is the art of being honest. Honest with your family—honest with your constituents—honest with your church—honest with your friends—and even honest with your enemies. And honest with yourself. This was the heart of JIM HOWARD. He was possessed of a personal integrity that will not die.

JIM took a Republican district that had been Republican since the Civil War and still votes Republican today in the national elections and made it his own, and led his constituency to see things as he did. Speaker Sam Rayburn once said that any congressman worth his salt could lead his district, and JIM did just that.

JIM would not take the easy course, when the path of compromise was wrong. He was extremely good at "working the doors" when a vote was going on, and 200 or 300 of us come charging through and want to know what a bill is all about before the machine closes in 20 seconds. When JIM was at the door with his thumbs up or down, that was enough for most of us. He had this very precious gift—the confidence of his colleagues.

JIM epitomized the Mark Twain axiom that Harry Truman kept on his desk—"do what is right; you'll please some people and astonish all the rest."

JIM didn't win every fight, but it was not for want of energy or enthusiasm. In fact, he was always the most enthusiastic when things looked bleak. Someone once said that JIM HOWARD was the kind of man who would charge the fires of Hell with a bucket of water.

JIM once put together a program that sailed through the House in about two weeks after we had a bad winter and potholes invaded highways in all our major cities. I used to kid him about being the Prince of Potholes. To JIM, of course, it was nothing to laugh about because it had to do with damage to people and property, and he persevered. Later, he locked onto the 55 mile per hour speed limit when it became clear it could save lives. It would have been easier to have bypassed that fight altogether, but JIM wouldn't hear of it. He came down on the side of safety and people, and he knew it was the right thing to do.

At times of grief and hurt, we all tend to come forward and ask if we can do something, or ask if we can be of help. I would say to my friends and friends of JIM, yes, you can do something—maybe a couple of things. Say a prayer today to comfort the family, to help with the immediate sorrow. And down the road, just be there.

I think each of us wants to reaffirm our love and affection for JIM today, and to tell the family that we love you and we're going to be there through whatever lies ahead.

Next fall, when the leaves are changing, or next Christmas, let us all remember to say once again that we love you and we're thinking of you, and when you're lonely and our friend JIM can't be there, your other friends will be. None of us will forget you.

I'm told that the righteous can be rewarded. I suspect that if that's true, JIM is already lining up a foursome and maneuvering to get elected chairman of the Celestial Committee on Potholes.

What we do here today is good and right, but it should not be the end of our tribute to a friend. A month, six months or six years from now, we'll be here to make a call at Christmas or any other time, to ask how Marlene and the girls are doing, and to say, simply, we love you.

Mr. QUILLEN. Mr. Speaker, I want to commend the distinguished dean of the New Jersey delegation, Mr. Rodino, for holding this special order and I wish to join my colleagues in remembering and paying tribute to my longtime colleague and good friend, Congressman JAMES J. HOWARD of New Jersey, who passed away following a heart attack on March 25.

JIM HOWARD's passing is a personal loss to me. He was my friend and over the past 23 years that we have served together in the House, time and time again we worked closely together on national transportation issues that were the primary focus of his congressional career. And what an outstanding career it was. JIM served with distinction on the House Committee on Public Works and Transportation for many years and served as its chairman since 1981. In my judgment, no person in America has had such a decisive influence on our country's transportation policies as JIM HOWARD. Especially in regard to our National Highway System, Chairman HOWARD was the man who fought long and hard and successfully time and time again to expand and upgrade our roads and bridges. All Americans owe him a tremendous debt for his tireless efforts to improve our highway system and to upgrade highway safety.

But JIM HOWARD's work went beyond our highway system. As chairman of the Public Works and Transportation Committee he played a formidable and leading role in all aspects of our national public works programs and transportation infrastructures across the board. Whether it was highways, bridges, railroads, airlines, airports, you name it, Chairman HOWARD's imprint was on the many fine bills that were written in his committee. Despite some tiresome critics of transportation and public works projects, Chairman HOWARD pressed ahead to deal intelligently and forcefully with rebuilding and renewing our national infrastructure to serve a growing population and a growing economy. I have no doubt that without his presence, we would have fallen far behind where we are today in these areas of our national life.

And in his work here in the House, one aspect should be especially pointed out. JIM HOWARD was without equal in his ability as a committee chairman to work successfully on a truly bipartisan basis. He was a good Democrat but he was also and always a fair chairman to Republican Members. He welcomed the views of the Republican members of his committee and other Republican Members of the House. Because of this approach to his work, Chairman JIM HOWARD brought fine bills to the House floor and many of them sailed through the House with large, bipartisan votes of support. It was a pleas-

ure to work with him on many occasions over the years and I can't count the number of times he listened to me and helped me with transportation problems back home in my district. Because of this help and because he was a fine and honorable man who was my good friend, I was pleased to help him time and again over the years when I was in a position to do so.

I will miss JIM HOWARD. His passing is a great personal loss and the country has lost a great Congressman. JIM HOWARD just cannot be replaced and we who had the privilege to serve with him over these many years know this in our hearts.

In this time of sorrow, I wish to extend my sincere condolences to his wife, Marlene Vetrano Howard, his three daughters, Kathy Tijunin, Lenore Buchanan, and Marie Howard, and his relatives and friends.

Mr. CLAY. Mr. Speaker, just a few short weeks ago we were shocked and saddened by the sudden death of Representative JAMES HOWARD. I thank the distinguished gentleman from New Jersey (Mr. Rodino) for providing this opportunity to mourn the loss and celebrate the life of JIM HOWARD, our friend and colleague. The people of New Jersey have lost an outstanding statesman and we have lost a faithful Member of this body. Today I wish to express my deepest respect for Representative HOWARD's outstanding contributions to Congress.

Congressman HOWARD's distinguished career in the U.S. House of Representatives was a tribute to our democratic system of government and the operations of this House of Congress. Elected to the U.S. House of Representatives in 12 hard fought contests, JIM HOWARD exemplified the traits of a masterful candidate and an accomplished politician. Within Congress, JIM HOWARD was a deeply dedicated and profoundly determined legislator who embodied the highest principles of statesmanship.

Through his role on the House Public Works Committee, Chairman HOWARD demonstrated his profound commitment to strengthening our Nation and his great ability to craft compromise. He faced the most challenging policy decisions, often beset with endless controversy, with a predictable courage and equanimity. JAMES HOWARD worked untiringly with a fair-minded, even-handed efficiency that established his reputation as a preeminent legislative strategist.

Congressman HOWARD was a most distinguished Member of this body. As we mourn his passing, we are comforted by the knowledge that his life was about great achievements. JIM HOWARD improved our Nation through his support of vital

public works projects and his devotion to the legislative process. He was a man of enormous wisdom and abundant strength. Those of us in this body who had the pleasure of working with JIM HOWARD will never forget him. May his memory serve to inspire us and guide us in the years ahead.

Mr. GALLO. Mr. Speaker, it was with a sense of deep personal sadness that I received the news on March 25 of the death of my friend and colleague, Representative JAMES J. HOWARD, of the Third District of New Jersey.

When you stand outside this fine Capitol Building on a beautiful spring day and see the flags at half staff, and you know that this significant honor pays tribute to a distinguished Member of this body, there is a special sadness associated with that sight.

When that individual is taken suddenly from us, in the midst of a long and productive career of public service, there is a feeling of great emptiness, like a rural road in the middle of the night when there are no signs of life within sight.

When that Member of Congress has also played an important role in your life, then the news of his passing triggers a great many memories of a personal nature as well.

Each of us remembers with a special fondness those first days as a freshman Member of Congress when many important decisions must be made and lasting friendships begin to take shape.

For me, the memories of those days include JIM HOWARD's kind words to me as a new member of the committee he chaired so effectively for 7 years.

When I was appointed to the Public Works and Transportation Committee, JIM HOWARD welcomed me to the committee in the genuine spirit of friendship.

His true talent for leadership was his ability to bring committee members together in a bipartisan fashion in support of the consensus position on an issue.

Under his able direction and with his encouragement, Congress has enacted sweeping legislative reforms that have set high standards for design and construction of Federal public works projects well into the 21st century.

The constant drumbeat from columnist Jack Anderson and others not withstanding, the levels of so-called pork barrel public works projects actually declined during JIM HOWARD's tenure as committee chairman.

Today, because of JIM HOWARD's leadership, virtually all Federal public works projects are judged on their merits—not on their location.

JIM HOWARD has left to us, his colleagues, a rich legacy of responsible Federal policy and a continuing challenge to meet the high standards that he set for us as our chairman.

When we build better roads, improve our mass transit systems, protect our citizens against the floods that threaten us or fight to preserve our shoreline from dumpers and polluters of all kinds, then we are doing JIM HOWARD's work.

JAMES J. HOWARD will be long remembered and greatly missed in the U.S. House of Representatives.

JIM HOWARD was a powerful advocate for New Jersey who was highly respected by his colleagues in this body.

He was a true gentleman, and his advice and counsel were always of great importance to me.

Today, I am proud to join with my colleagues to remember JAMES J. HOWARD—a great public servant and a true friend.

Mr. LaFALCE. Mr. Speaker, I want to take this opportunity to pay tribute to our late friend and colleague JIM HOWARD. With his recent death the Congress lost one of its ablest public servants, the State of New Jersey lost perhaps its greatest advocate, and the Nation lost a true patriot.

From the time he interrupted his high school education to serve in the Navy from 1944 to 1947, JIM HOWARD had no interest other than serving his country to the best of his ability. After graduating from St. Bonaventure's in 1952 he served first as a public school teacher and later as a principal. Like so many others of his generation and of my own his patriotism and sense of civic duty reached a new level of commitment and fervor during the campaign and Presidency of John Kennedy. By 1964, JIM was running for Congress—an uphill battle in his predominantly Republican district. Many thought his election a fluke, a result of the 1964 Johnson landslide which would be corrected in 1966. They were wrong. His constituents reelected the hardworking Congressman again and again. And work hard he did. We can all testify to that.

When in 1981 he assumed the chairmanship of the Committee on Public Works and Transportation, he did not neglect the human aspects of public policy. He built highways, airports, sewage treatment plants, and sponsored public works of every sort—but he never lost sight of the human dimension. He was a vigorous supporter of the environment, not only

with respect to his beloved Jersey shore but throughout the Nation.

His concern for human life, as well as his concern for the environment and energy conservation, led him to sponsor the 55-mile-per-hour speed limit both as a temporary and permanent measure and to oppose its recent relaxation. He sponsored raising the minimum drinking age to 21 as well as other anti-drunk-driving legislation. He increased Federal aid for truck safety and child-passenger safety programs. He accomplished so many things they would be hard to list.

We shall miss JIM HOWARD. As long as there are public servants such as he we need have no fear for the future of our Nation or its people.

Mr. GARCIA. Mr. Speaker, I join my colleagues today to pay tribute to our late friend, JIM HOWARD, of New Jersey. We were all shocked by JIM's unexpected death last month on March 25 and still today feel a deep sense of loss. As a Member of Congress since 1964, JIM became a truly dedicated legislator for nearly a quarter century, and since 1981 proved himself effective as chairman of the House Public Works and Transportation Committee where he pushed for an improved national transportation network and tough safety standards for the Nation's highways.

As chairman he labored long and hard to raise the drinking age to 21 because of his concern for the number of teenagers lost each year on the highways due to drunk driving. He also fought to maintain the 55-mile-per-hour speed limit to further reduce highway fatalities. JIM was also a true conservationist and environmentalist, and never lost sight of the social conscience of the Democratic Party.

JIM HOWARD represented the finest traditions of public service. He left high school before his senior year in 1944 to serve with the Navy during World War II. After receiving a master's degree in education at Rutgers University, he went on to become a teacher and high school principal in Wall Township, NJ. He taught his first class of sixth graders at age 25 and quickly earned the reputation of a quality teacher. He stayed in education for 12 years and was active in the local education association before being elected to Congress. JIM HOWARD's lifetime of conscientious work and public service should be an inspiration for us all. He will be sorely missed by all.

Mr. SUNDQUIST. Mr. Speaker, I have had the privilege of working closely with Chairman JIM HOWARD over the last 5

years as a member of the Committee on Public Works and Transportation.

Chairman HOWARD was a great leader, a good friend, and a warm and caring gentleman. I learned a great deal from him through his leadership.

This Congress and our Nation has suffered an enormous loss on his passing. He has, however, left a great legacy in our Nation's public works and infrastructure. Every time an American citizen does something as simple as drinking a glass of water, driving on a public road, or boarding an airplane, he or she is the beneficiary of the world's most efficient public works system. A system created through Chairman HOWARD's leadership and vision.

One of the greatest honors I have had in Congress is the privilege of serving with JIM HOWARD. I will always have the fondest of memories of him.

Mr. LEHMAN of Florida. Mr. Speaker, on March 24, as I often did, I saw JIM HOWARD at breakfast in the Rayburn Cafeteria. He was dressed for a golf game and seemed healthy and full of energy—and that was the last time I ever saw him.

JAMES J. HOWARD served with distinction in this body for 23 years. He loved this House and the House held him in a special sort of affection.

JIM HOWARD had the knowledge, the instincts, and the temperament to legislate for the good of the people. He was intense because he acted on conviction—he would battle for what he truly believed in. While he and I were adversaries from time to time, win or lose we were never enemies.

The issues JIM worked on were among the most important facing the Nation—investing in the infrastructure that is the basis for our economic well-being and protecting our people's health and safety. His leadership on highway safety issues is well known. I had hoped to include with this statement examples of JIM HOWARD's own words on his safety priorities—especially his speech to the Lifesavers Conference last month, which I was told was stirring and exciting—but, as he often did outside this Chamber, JIM spoke from his heart, not from a prepared text.

Others have written about JIM, however, and I would draw your attention to recent letters to two newspapers in which colleagues in the highway safety community outlined JIM's career and his accomplishments as well as our need for someone to take on his leading role in our battles for highway safety.

Mr. Speaker, I urge you and our colleagues to read these letters—from Joan Claybrook and Chuck Hurley to the Washington Post and from Florence Nass to the New York Times.

I will miss interrupting JIM HOWARD's morning crosswork in the cafeteria; on a larger scale, I, and the House of Representatives, and the Nation will miss his dedicated service to us all.

(The article from the Washington Post is printed on page 9.)

[From the New York Times, April 5, 1988]

CHAMPION OF HIGHWAY SAFETY WILL BE MISSED

To the Editor:

Last week in Boston I had the privilege of hearing Representative JAMES J. HOWARD of New Jersey galvanize audience with his dedication and humor. He spoke at a national conference on highway safety.

His untimely death (obituary, March 26) leaves those of us who work for highway safety—and the nation—bereft of an invaluable advocate. He spoke in Boston of the need to resume the national 55 miles an hour speed limit, of which he had been the architect.

Recently, some states have tried higher speed limits, and within months highway deaths have soared. High speeds—like drunken driving—cause the intractable head and spinal cord injuries that leave too many of our young people in wheelchairs or comas and send them to early graves.

My fond hope is that Representative HOWARD's life will inspire someone else to take up his mantle and resist efforts to undermine the 55-mile limit.

Florence Nass
Founder and Chapter Administrator
Mothers Against Drunk Driving.
Teaneck, N.J., March 26, 1988.

Mr. DONNELLY. Mr. Speaker, it is with great pride that I speak today about my dear friend, the late JIM HOWARD., Chairman HOWARD represented the Third District of New Jersey with his constituents utmost faith, respect, and admiration.

His colleagues on the House Public Works and Transportation Committee recognized his unique qualities and worked with him on the tireless task of improving our Nation's transportation and infrastructure system. I speak from my own personal experience, as I served on that important committee from 1979 to 1984.

During my tenure on the Public Works and Transportation Committee, I witnessed firsthand the outstanding leadership qualities and legislative abilities of Chairman HOWARD. He listened intently to the concerns of each committee member, and worked diligently to fulfill each member's district agenda, while maintaining a longstanding position of fairness and integrity when conducting the committee's business.

The transportation policy formulated, debated, and enacted into law under Chairman HOWARD's tenure has provided solutions to the many difficult issues facing congressional districts across our Nation today. For example, the enormous transportation problems facing New England, and it's central hub, Boston, MA, seemed insurmountable and unsolvable without a longterm commitment of Federal dollars.

Chairman HOWARD worked with the members of the New England delegation, and the leadership of the House and Members of the other body, to ensure that a solid, workable Federal commitment to solving the transportation problems of our region was put in place. He did that amidst criticism at times and pressures from those who failed to see the importance of longrange, realistic transportation policy.

Chairman HOWARD's dedication to public service spans many years. His efforts have been recognized by many as progressive and farsighted. His sudden death left an unfinished agenda and void in ongoing efforts to modernize our transportation and infrastructure system. We must continue these worthwhile transportation policy initiatives.

I wish to extend my sympathies to his wonderful wife, Marlene, and his three lovely daughters, and to the people of the Third District of New Jersey. I will miss JIM HOWARD and I know that I may speak for every Member of Congress who served with him.

Mr. RANGEL. Mr. Speaker, today we are here to pay tribute to one of our dear departed colleagues. As we all know, JIM HOWARD, after serving 23 years as a Member of Congress and 8 years as chairman of the Committee on Public Works and Transportation, passed away on March 25 from a sudden heart attack.

With his death, we in Congress and the Nation have lost a truly dedicated and inspirational public servant. JIM HOWARD devoted his life to serve his community and our country. Before his election to Congress, JIM worked as a schoolteacher of the West Belmar School in New Jersey, where based upon his performance he quickly rose at age 30 to principal.

In Congress, he added some color to the corridors of this institution with his assertive and dynamic presence. In the committee he chaired, he maintained bipartisan consensus which, under his leadership, produced legislation which made our roadways, and mass transit systems, safer and more efficient and our shorelines and environment safer and cleaner.

JIM worked tirelessly and relentlessly to pass these laws knowing full well that legislation of this nature would not result in the vast media attention received by Members who deal with some of the more "glamorous" issues. Rather, the motivating factor which drove JIM HOWARD was his commitment to good public policy, which is public policy which is aimed to benefit the citizens of this Nation.

Among the many legislative initiatives which JIM HOWARD fought for were: the enlargement of the Superfund to clean up toxic waste, stronger clean air, and clean water laws, the uniform national drinking age of 21 and assistance to States that crackdown on drunk drivers, and the 1982 Surface Transportation Assistance Act, which funded mass transit through a gasoline excise tax.

But, his crowning achievement was the 55-mile-per-hour speed limit, which since 1974 has saved over 26,000 lives and saved numerous others from injuries. Last year he opposed efforts to raise the speed limit to 65 miles per hour, for he feared the higher speed limit would result in an increased number of highway deaths.

Yes, JIM HOWARD deservedly earned the title of "Mr. Highway Safety." Simply put, he was a caring family man whose instinct of protecting his family from danger spurred him to make our infrastructure safer for our families and his.

Mr. DWYER of New Jersey. Mr. Speaker, I rise today to join with my colleagues from New Jersey and from throughout the entire Congress to pay tribute to our colleague and our friend, JIM HOWARD, who was tragically taken from us long before his time should have come.

JIM HOWARD was a man who functioned on many different levels and handled them all well. He was, first and foremost, a family man and his wife, Marlene, and three daughters were, of course, the pride of his life. He always found the time to share with them.

JIM was also a great, great Congressman from the State of New Jersey. Whether the issue was cleaning the ocean, highways, mass transit, or the environment, you could always count on JIM HOWARD using all of his influence—all of his talent—for the benefit of the people of the Third District and of New Jersey.

Of course, most of us in this House knew JIM as the outstanding committee chairman, which he was. He knew the rules of the House as well as anyone and he ran his committee aggressively, but fairly. He was able to reach consensus with

his colleagues on both sides of the aisle in the way of a true politician, in the finest sense of the word.

The point I would like to make about JIM HOWARD—to add to the many fine statements made about him here today—is that with all of his national influence, with all of the power he had accumulated by virtue of his position and his able handling of it, JIM never forgot his roots; never forgot how he got to Washington and how he stayed here.

What better tribute was there to the memory of our colleague and friend than those hundreds of people standing outside the church on the morning of his funeral? People who knew JIM, people who loved and admired and respected him. People who felt that they had to be there to say goodbye to a powerful U.S. Congressman who never lost touch with his district.

JIM HOWARD was an extraordinary man, a true servant of the people. As a Congressman, and as an educator before that, JIM HOWARD made a contribution to his society and he made a difference. And we are all the better for having known him; having worked with him; and having been his friend.

Mr. VISCLOSKY. Mr. Speaker, I appreciate this opportunity to offer a tribute to the late Chairman JIM HOWARD of the House Public Works Committee. As a member of the committee, I had the privilege to work closely with Mr. HOWARD. Several vital public works projects in northwest Indiana would not have come to fruition without his invaluable assistance.

Both within and outside the committee, JIM HOWARD was known as a man dedicated to the important task of building a safe and efficient infrastructure. JIM recognized that Federal investment in public works represents an investment in our children's future. Job creation and economic stabilization are spurred by flood control, highway improvements, transit investment, and airport development. Mr. HOWARD laid the groundwork upon which the future of America will be built.

I believe JIM's integrity and dedication were demonstrated by his fight in 1987 to maintain the highway speed limit at 55 miles per hour. JIM took a firm position on this issue because he was a man of firm convictions. He strongly believed that the lower speed limit saved lives. Whether we agree with his position or not, we can all agree that JIM's efforts were an inspiration to those who admire tenacity in the face of adversity and a willingness to stand up for one's beliefs.

The highways, airports, and dams which JIM HOWARD guided into reality are his legacy. I am grateful to have had the opportunity to work with such a fine public servant.

Mr. LATTA. Mr. Speaker, I join my colleagues today in paying tribute to JIM HOWARD. JIM was not only a friend and a colleague but most of all a Congressman who had the courage of his convictions, and as chairman of the House Public Works and Transportation Committee, he was a leader and a guiding light. The untimely passing of JIM will be felt by countless people throughout the Nation.

On a personal note, it has been an honor to have served with JIM these last 24 years. I can attest that JIM was always most cooperative and understanding of the minority side when it came to the importance of a safe and meritorious highway system. His accomplishments measure high on the yardstick of success for his qualities were numerous and his dedication to the responsibility of his office unswerving. I came to know JIM as a man of his word.

JIM HOWARD was also most receptive to the needs of the House. He was a person of integrity, experience, knowledge and modesty. When JIM passed away on March 25, he left many monuments to the wonderful and dedicated service he rendered to this country and to his constituency. He loved this institution and he will be missed and fondly remembered by all who knew him.

Mr. APPLEGATE. Mr. Speaker, we are here today to pay special tribute to a man who dedicated his life to the service of others. JIM HOWARD came to Washington as a former teacher and school administrator and I believe never stopped teaching all of us. He taught many opponents that a Federal role in building and maintaining our infrastructure was vital, and he proved to many of his opponents that without Federal support economic development was impossible. He was not only an outstanding legislator, but he always adhered to the profession of educator in his ability to teach the opposition the benefits of his legislative agenda. In 1982 we were able to pass a 5 cents a gallon fuel tax increase. This would not have been achieved without the support of many groups who traditionally oppose any increase in regressive taxes. JIM taught them that these funds would be used to build and maintain our decaying infrastructure and would produce and create jobs for all of America.

Under his keen leadership, the Public Works Committee produced legislative accomplishments that some thought were

impossible. In the last 2 years alone, the Public Works Committee produced a major environmental bill to protect our environment from further devastation. We passed the Clean Water Act and the highway bill against objection from an administration that did not have the same foresight and commitment as JIM HOWARD. There is no doubt that JIM's accomplishments are visible and his mark on this country will be seen for many years. But perhaps the great achievement of JIM HOWARD was his ability to increase congressional awareness to our infrastructure needs. Without JIM's commitment, leadership and support, legislative solutions to our infrastructure crisis might not have ever become a reality. As a Member who represents an area of the country where an aging infrastructure poses serious threat to economic growth, I have seen what JIM's commitment has accomplished. The 18th District in Ohio has lost a good friend, and I can only hope that the committee will continue on the path of progress paved by JIM HOWARD.

Mr. Speaker, I thank you for the opportunity to pay tribute to Chairman HOWARD, and I join with the rest of my colleagues in expressing my sincere sympathy to his family.

Mr. GEJDENSON. Mr. Speaker, I rise today to pay tribute to JIM HOWARD who served his constituents and the American people well in this body for 23 years and as chairman of the Public Works and Transportation Committee since 1981.

When he first came to Congress in 1965, JIM HOWARD saw that the Nation's infrastructure was in a desperate condition. He realized that our Nation's road and highway system was saturated beyond its capacity and was becoming more and more unsafe. So JIM HOWARD dedicated himself to fixing this problem becoming the leading advocate for improving our Nation's roads and highways. Over the next 23 years JIM HOWARD was successful in developing legislative initiatives worth hundreds of billions of dollars with bipartisan support and support from Members of Congress who represent all geographic and demographic areas.

Another example of his dedication to making the roads and highways of the United States safer can be seen by his commitment to maintaining the 55-miles-per-hour speed limit, which he led the fight for in 1974, and again last year when Congress raised it to 65 miles-per-hour. The 55-miles-per-hour speed limit is considered to be the single most effective highway safety law in the history of the United States. Experts attribute the 55-miles-per-hour speed limit with saving the lives of more than 50,000 people and preventing the disabling injuries of

countless more. In addition, JIM HOWARD also successfully led the fight for establishing a national uniform drinking age of 21, for increased assistance to States to crackdown on drunk driving, for increased funding for trucking safety and for highway safety awareness programs.

In addition to his efforts to improve the quality of our roads, JIM HOWARD has also been a leader in breaking down the transportation barriers for individuals with disabilities. I worked with JIM for the past 2 years to establish a uniform national parking system which would require that all States honor the handicapped license plates of other States. I will always remember JIM's sympathy for the problems faced by the handicapped travelers and his commitment to finding a solution to this difficult situation.

We in Congress, along with the residents of the Third District of New Jersey and the whole of the American people will mourn the loss of JIM HOWARD. His dedication to his ideals, to improving the quality of the our Nation's infrastructure and his expertise will be sorely missed. There is no one in Congress nor anyone in the United States who has not been helped by the work that he has done.

Mr. THOMAS of Georgia. Mr. Speaker, the official record of the accomplishments of the Honorable JAMES J. HOWARD are well known to this body and to the people of his great district and State. I will leave it to others more eloquent than me to elaborate on those accomplishments.

My comments are strictly personal, and my feelings of loss with JIM HOWARD's death are deeply personal.

When I came to the Congress 6 years ago, JIM HOWARD was the first committee chairman I had the occasion to personally visit with. I went to talk to him about a problem involving the Port of Savannah within my district.

I do not recall the details of our conversation today. What I do remember is that Chairman HOWARD took the time to hear me out, treat me with the greatest respect, and promise that he would educate himself about my problem, and then he kept his word.

JIM HOWARD was above all else a man who you could trust. He would look you in the eye and tell you what he thought. If he said he was with you, he would be with you all the way. If he was against you, he would tell you why.

Chairman HOWARD was that rare kind of man who could see this Nation as a whole. He knew the programs of his committee as almost no one else knew them. He was the absolute

master of the legislative process. He was a builder of consensus. He could wade into a sea of confusion, and make it into order.

It is on the shoulders of men like JIM HOWARD and his friend and able successor, Glenn Anderson, that the work of this Congress is carried. They are the planners, the craftsmen, and the salesmen of their programs. Often, their accomplishments go little noticed outside these chambers. But the results of their work make this Nation strong.

We mourn the loss of JIM HOWARD as our friend, and we grieve with his beautiful wife and his family.

But I hope that we can temper sadness with the knowledge that Chairman HOWARD leaves behind him a legacy of greatness. He was a standard setter. He was a worker, not a watcher. He was a man driven by his convictions and his determination to succeed.

He has left the Congress a better place for his having been here. He has challenged the best in us all.

The thoughts and prayers of my wife Melinda and I go out to the Howard family. We ask God's blessings on them at this time of need, and we thank God for having given us men like JIM HOWARD who served this Nation with unceasing energy and integrity.

Mr. PACKARD. Mr. Speaker, I rise to pay tribute to my chairman and colleague on the Public Works Committee, JIM HOWARD. Along with each of you, I am deeply saddened at the death of Chairman HOWARD. His leadership and presence in the Congress will be sorely missed.

I have known JIM since I was first elected to the Congress in 1982. As a member of the Public Works and Transportation Committee, I have worked closely with him on a number of important issues. I will always remember his fairness in dealing with me as a freshman Member of the minority party. JIM was committed to improving the infrastructure of America and it didn't matter if he was improving it in a Republican or Democratic district. What mattered to him was that he was improving our country.

I consider JIM a personal friend and an excellent golfing partner. It was a privilege for me to work with JIM in the Congress and he will be missed by all of us. His is a legacy worth emulating.

Mr. de la GARZA. Mr. Speaker, I rise today to honor the memory of a dear and respected colleague, JAMES J. HOWARD a friend with whom I came to Congress in 1965. For over 23

years I had the privilege of serving with this distinguished individual—a man who served the people of the Third Congressional District of New Jersey the only way he knew how—with honesty and with great dedication.

Together we rose up the ladder—JAMES HOWARD eventually becoming chairman of the House Committee on Public Works and Transportation. Many significant pieces of legislation bear his imprint and there is no question that as a major influence in this body JAMES HOWARD's shoes will be impossible to fill. Certainly his contributions will be long remembered as will his ability and dedication to high performance serve as examples for all us who remain behind to follow.

JAMES HOWARD has left a splendid trail to follow. For those who would emulate his magnificent career—that trail will be a hard one to navigate. Not all those who begin the journey will finish with the brilliance that marked Representative HOWARD's life and times in the U.S. House. And that is good—because the tasks of life are nobler when the level to which we aspire is set as high as the plateau achieved by JAMES HOWARD.

With JAMES HOWARD's passing his district, his State and his country have lost a man of rare caliber. I know I have lost a good friend. It is inadequate to just say he will be missed—but it is nonetheless true.

A man admired and respected by all, JAMES HOWARD fulfilled the term "great" in all its aspects. It is not often that one is privileged to have known such a tremendous man—a giant among his peers. I am fortunate.

Mr. COUGHLIN. Mr. Speaker, I want to associate myself with the remarks made in praise of our late colleague, JAMES J. HOWARD of New Jersey. Throughout his distinguished 24-year career, JIM HOWARD worked tirelessly for the people of the Third District of New Jersey and for the entire country as well.

As chairman of the Public Works and Transportation Committee, his handiwork can be seen in probably every congressional district. Public Works is a powerful and influential committee, and JIM HOWARD enhanced this position through the strong leadership for which he was known. My assignment as ranking minority member of the Transportation Appropriations Subcommittee put me in a close working relationship with JIM. Although we did not always agree, you could not help admire JIM for his knowledge and ability in the transportation field.

JIM HOWARD was interested in safety and actively participated in efforts to get people to use seatbelts and to remove

drunk drivers from the road. Perhaps the initiative for which he was best known was preserving the 55-mile-per-hour speed limit. The fact that all speed limits stayed at 55 miles per hour as long as they did, was because of JIM HOWARD's concern for saving lives and preventing injuries.

JIM HOWARD's passing marks the end of an era—but he will long be remembered as "Mr. Transportation."

Mr. JONES of North Carolina. Mr. Speaker, I join with other Members of Congress in expressing my sadness in the loss of our former colleague, JIM HOWARD. At one point in time in the Cannon Building, our offices were across the hall from each other and during that time, we developed a strong rapport. His staff and my staff intermingled and developed some strong friendships; and this was also true of JIM and myself. We maintained our friendship later on when our offices were separated. As chairman of the Merchant Marine and Fisheries Committee, when I had a few controversial bills such as the Oregon Inlet jetties, on every occasion, he came to my rescue and assisted me in getting the legislation enacted. I recall with pleasure our conversation on the House floor on the Thursday before he passed away on Friday, when he thanked me for sending him some sample peanuts. This was indicative of his general character in that he never forgot the little things.

To his family, my deepest sympathy and along with the rest of the Congress, I shall continue to miss him.

Mr. GAYDOS. Mr. Speaker, it is very appropriate for us to pay tribute to our friend and colleague, JIM HOWARD, here on the floor of the House of Representatives.

From the first day that the people of eastern New Jersey elected that former teacher and principal to represent them in Congress, JIM labored for them for over two decades in this Chamber. His tireless work habits were legendary on Capitol Hill, and the people of New Jersey and the United States benefited a great deal from his devotion to this job.

JIM used his chairmanship of the Committee on Public Works and Transportation to improve the Nation's highway network, water resources, and mass transportation systems. He worked for tougher highway safety standards and he was largely responsible for ensuring passage of the Clean Water Act.

As an educator, JIM HOWARD knew how to instruct and listen to all of the members of his committee. His bipartisan spirit will be missed, and I encourage his successors to use his leadership as a model as they assume the responsibilities which he left them.

JIM HOWARD will be remembered as a hard working, dedicated, and effective public servant and one of the best politicians which New Jersey has ever produced. He leaves behind a legacy of his dedication to highways, and I am pleased to say I supported the bill the House passed to rename I–195 in New Jersey as the "James J. Howard Interstate Highway." JIM fought long and hard for construction of that highway and this is a fitting tribute to his efforts.

But, JIM's legacy extends far beyond I–195 and includes every mile of America Federal highway and waterway system. His careful stewardship of the Public Works and Transportation Committee was responsible for expanding and improving the Nation's infrastructure and during his 8 years as chairman he left his indelible mark on the roads and waterways of our Nation.

JIM considered highway safety his greatest achievement. I've heard that he sometimes drove through his neighborhood in New Jersey, looking at the lights in the homes of his friends and wondering how many of them were alive because of the 55 mile-per-hour speed limit which he fought to pass. We'll never know the answer to that question, but we know without a doubt that his efforts saved the lives of thousands of American motorists.

When JIM HOWARD died, both New Jersey and the United States lost one of its best legislators. I join my colleagues in saluting him, and I offer my warmest condolences to his wife and family. JIM HOWARD was a man for them to be proud of, and, although he is gone, he will certainly never be forgotten.

Mr. de LUGO. Mr. Speaker, the death of JIM HOWARD is a painful loss for all of us. He was a personal friend, a talented chairman of the Public Works Committee, and a model of a skillful legislator.

It was an honor to work with him, to serve on the Public Works Committee with him, and just to see him in action when a major public works bill was nearing completion.

The wonderful thing about JIM HOWARD, is that he was really in the right place. He didn't just happen into the Public Works Committee. He took a passionate interest in roads, bridges, ports, and airports. There was no question of his concern for every section of this country, from east coast to west coast to distant territories. When he was putting together a public works bill, his energy was unlimited and his sheer pleasure at the job was unmatched. His vision of building a better America for everyone has left its mark on this entire country.

In addition, his career shows us all how to grow as legislators. His basic interest in building better roads, ports, and airports was matched by his growing concerns for preserving our environment and providing better safety. At the same time that he pushed to build roads, he pushed to protect our water supply, clean up our toxic dumps, and raise the drinking age to 21 so that we would all be safer on the roads. He was always learning, always talking to various constituencies, and always trying to balance all the interests in any piece of legislation.

For my district, the U.S. Virgin Islands, his death is a major blow. To be honest, he was not well known in my district. No more than a handful of Virgin Islanders ever met him. And he certainly did not win votes by paying attention to our problems. But this legislator from northern New Jersey improved life for all Virgin Islanders by directly supporting our efforts to build up our infrastructure. He realized we are very dependent on our airports and ports, and he did all he could to improve them.

Chairman HOWARD managed to visit the Virgin Islands only once, and then only for 2 days, but his schedule was nonstop. He must have inspected every road, looked over every port, calculated the potential flood problems in every ravine, and evaluated numerous airport designs.

You had to pity the drivers, schedulers, staffers and committee members who were expected to keep up with him. But, more important, you had to admire this chairman who worked so hard to learn every detail about his subject, and who took such pleasure in his work.

I will certainly remember him with such admiration, respect and affection.

I also want to extend my condolences to his entire family; especially to his lovely wife, Marlene, whom I have had the pleasure of meeting several times, and to his daughter, Marie, who is a valuable member of the professional staff of the Interior and Insular Affairs Committee.

Mr. MRAZEK. Mr. Speaker, I join my colleagues today as we honor the memory of our late friend JIM HOWARD, who honorably served the people of New Jersey's Third Congressional District for more than 23 years.

While I have had the pleasure of serving in this body for only a fraction of that period, I can attest that JIM HOWARD stood as one of the true legislative giants of Congress. His record on matters concerning highway safety in an age when

the automobile has become an indispensable tool of American life speaks for itself. We can only imagine the number of lives saved in this country by JIM HOWARD's commitment to safe highways and, particularly, the 55-mile-per-hour speed limit, and his no-nonsense stand against drunk drivers.

As chairman of the Public Works Committee, JIM HOWARD fought and won many legislative battles for highway construction, for clean water and for major water projects for the common good. These victories did not come easily, much as he sometimes came perilously close to being defeated for reelection because of the nature of his district. But JIM HOWARD was nothing if not a battler, willing to go the distance with all challengers in support of his goals. More often than not, JIM HOWARD was the one standing at the final bell.

JIM's marshaling of power in the public's interest serves as a lesson for all of us who serve in these Halls. He knew that a changing world demanded new and innovative solutions, and he acted on that knowledge in carrying out his chairmanship. But he also knew that surrender to the impulses of an accelerating society could be dangerous, and he put that knowledge to work in first championing the 55-mile-per-hour speed limit, and then in fighting to protect it.

Mr. Speaker, this body and the American people owe JIM HOWARD a debt of gratitude for his vision and for the strength of his convictions. It is my pleasure today to join in this salute to JIM's legacy in Congress, and I offer my condolences and sympathy to his family, his friends and his constituents on his untimely passing.

Mr. SAXTON. Mr. Speaker. I rise today to join my colleagues in the House as we pay tribute to a true public servant, a man who has left his mark on this great land of ours.

JAMES J. HOWARD dedicated much of his 60 years of life to serve the people of his home State of New Jersey and his country, both of which we know he loved so much.

JIM HOWARD began serving his country as a young man. In the 1940's when we were pulled into the Second World War, Americans were called forth to protect their fellow countrymen from foreign aggression. JIM answered this call of duty as he served courageously with the Navy in the South Pacific.

He was a well educated man, earning his bachelor's degree from St. Bonaventure University and a masters in education from Rutgers University. As was his style, he wanted to share his knowledge and love for learning. He spent 12 years educating children in the Wall Township public school system.

His abilities as a leader were quickly recognized and he was called upon to act as principal of the school.

Mr. Speaker, JIM HOWARD was a fighter. His seat in the House was often highly contested, but he never backed down from seeking it because he desired so much to continue to serve the people of the State that he held so dearly in his heart.

In 1984 I also was elected to serve the citizens of the great State of New Jersey as a Member of this House of Representatives. As a newcomer to the New Jersey delegation, I admired JIM HOWARD as he set an example to us all through his hard work and dedication to the job at hand. He constantly desired to improve the conditions in which the public lives every day.

Each of my colleagues here today has his or her own special memories of JIM HOWARD. The occasion that I remember best was when he and I worked closely to coordinate the replacement of a worn and dangerous jetty located at the Barnegat Inlet within my district. With the help of this man, I was able to achieve results. And because of his efforts we were able to provide a safer inlet for pubic recreation and local business. My district is better off today because of JIM HOWARD.

Mr. Speaker, although JIM and I found ourselves seated on different sides of the aisle that so often divides this House, I have always had a great deal of respect for the drive and dedication that this great, dedicated political figure and public servant possessed. He will be sorely missed by the Members of this House as well as the constituents of the Third District of New Jersey. I know my colleagues join with me in expressing our deepest sympathy to his wife Marlene, their daughters Kathy, Lenore, and Marie and the entire Howard family.

Mr. COLEMAN of Texas. Mr. Speaker, the House of Representatives has lost a leader, and the people of west Texas have lost a good friend who understood our special needs and circumstances, even though his own district was thousands of miles away from the United States-Mexico border.

Chairman HOWARD will be remembered for many things and accomplishments, but in my community he will be known as one of the first congressional leaders to understand the need to act swiftly to help resolve the crisis of the colonias.

It was Chairman HOWARD who responded last year to the call of the residents of the colonias, which are communities along the United States-Mexico border that exist without water or sewage treatment. Tens of thousands of human beings live

in these conditions, which are concentrated in Texas but are found in every State along the United States-Mexico border.

Late last year, when the Speaker and I brought evidence of these living conditions to Mr. HOWARD, he agreed immediately to hold hearings under the jurisdiction of his Committee on Public Works and Transportation to help determine the extent to which the Federal Government could assist the colonias.

These hearings were held in March by U.S. Representative Nowak's Subcommittee on Water Resources, which documented both the extent of the crisis and listened to recommendations for its solution.

Eventually, Mr. Speaker, legislation will be passed to provide both short- and long-term assistance for the underdeveloped region along the United States-Mexico border, and we will have Chairman HOWARD to thank for its genesis.

The hope that was brought to the residents of the colonias by the actions of Chairman HOWARD will not be dimmed by his untimely passing. Legislation to assist this impoverished area will bear his legacy, and he will be remembered along the United States-Mexico border for generations to come as one of the first who tried to help. Not because it was politically expedient to do so, not because his district had anything to gain, but solely because human beings needed help and it was the right thing to do.

That was the kind of man JIM HOWARD was, and I am proud to have known and worked with him during our years together in the House of Representatives.

Mr. KOSTMAYER. Mr. Speaker, I wish to take a moment to pay tribute to our colleague, Congressman JAMES HOWARD of New Jersey, who passed away last month. He was a friend of mine as he was to the people of the north Jersey coast.

JIM served the Third Congressional District of New Jersey for over two decades. He was a strong supporter of public safety and a staunch ally of all those who have fought for a cleaner environment, particularly along the Jersey beaches he loved so much. Because of this, New Jersey not only lost a Congressman, they lost an important and powerful friend.

JIM served since 1981 as chairman of the House Public Works and Transportation Committee. As chairman of that committee he became known for his unyielding efforts to rebuild our Nation's infrastructure. He was considered the authority on public transportation and the Nation's highway system.

In 1973 and 1974, JIM used his power as chairman of the Subcommittee on Energy of the House Public Works Committee to introduce and push through the 55-mile-per-hour speed limit. He believed that it would not only save oil, but could save thousands of lives each year in reduced auto fatalities.

In still another effort to increase public safety and save lives, JIM championed the cause of the national uniform drinking age of 21. He refused to stand by and watch the lives of so many of our Nation's teenagers go to waste.

JIM was famous for his knowledge of the legislative process and his ability to wield his influence for New Jersey. He also used this knowledge and influence to protect the environment. In 1985, for example, he successfully stopped plans to dump sludge at an ocean site off the coast of New Jersey. He also fought for legislation to prohibit all ocean dumping off the shores of New Jersey and New York.

We mourn now the lost of our colleague and friend, Mr. JAMES HOWARD. But, I know that I am better for having known him and having served with him.

Mr. STOKES. Mr. Speaker, I would like to thank my distinguished colleague, the gentleman from New Jersey (Mr. Rodino) for reserving this time to pay tribute to our former colleague, JAMES J. HOWARD, who passed away on March 25. With his passing, this House has lost a concerned and committed individual and the Third District of New Jersey has lost an outstanding Representative.

Mr. Speaker, upon learning of JIM's death, I thought about JIM HOWARD—the man—and his career in public service. He was a man of unyielding and intense diligence when addressing matters of public health and safety. During his tenure of nearly 24 years in the House, JIM developed a keen sense of what his constituents wanted and what he thought was best for the American people. He is best known for his work on the powerful House Public Works and Transportation Committee, which he chaired. Before chairing that committee, JIM chaired the Subcommittee on Energy of the Public Works Committee. His work on the subcommittee earned him the appellation, "Mr. Highway Safety" as a result of leading efforts to pass one of the most effective highway safety laws in history, the 55-miles-per-hour speed limit law. It is said that this highway safety law alone, has saved approximately 50,000 lives.

I personally admired JIM because he was a man of the people. He fought for the people and did not hesitate to go up against big and powerful industries on behalf of the average

citizen. His voting record proves that he was in office to serve the people. During this administration, he voted for tougher mine safety and health regulations; he voted for the elimination of billions of dollars of corporate tax loopholes; and he voted for the FTC used-car defect disclosure bill, to protect the American consumer. Environmental issues were also important to JIM. He was an ardent supporter of clean air and water legislation.

At the time of his death, JIM was diligently leading efforts to focus attention on his HOWARD plan. The powerful plan addresses problems concerning the Nation's infrastructure. I appreciated his support and assistance on legislation affecting Ohio and my congressional district of Cleveland over the years.

Mr. Speaker, JIM HOWARD made an indelible mark on this body and the country. The many accomplishments he made, which span two decades, will serve as a lasting monument to this great leader. I know that members on both sides of the aisle will agree that JIM HOWARD was a great statesman, who will be missed.

Mr. GOODLING. Mr. Speaker, I thank my colleague from New Jersey, Mr. Rodino, for taking this special order today to pay tribute to the late JIM HOWARD. I take this opportunity to express my regret at this loss to this institution and to this Nation.

I will remember JIM HOWARD as a man of warmth and sincerity. His leadership of the Committee on Public Works and Transportation was built upon an uncommon congeniality and desire to help other Members. His unique qualities will be missed by those of us who knew him and by those yet to join us in the House. For they will not have the benefit of his leadership, experience, or friendship.

I remember the day I walked with JIM back to our offices at the end of the day's session. It was a great shock to learn just a few hours later of his death. Yet, I am proud to have shared that last moment of his cordial friendship. That is how I will remember him.

JIM HOWARD will long be remembered in this House and in our hearts. I am glad I knew JIM and I am sorry for those who did not.

Mr. YATRON. Mr. Speaker, I rise today in great sadness to pay tribute to our late colleague, former Congressman JAMES J. HOWARD. His sudden passing is greatly mourned, though the many accomplishments during his more than 23 years as Rep-

resentative of the Third Congressional District of New Jersey will always be remembered and revered.

JIM HOWARD was an outstanding individual, a leader among men and certainly the epitome of a dedicated public servant. I was privileged to serve with JIM for much of his time in the House and witnessed his many legislative accomplishments, particularly those achieved through his role as chairman of the Public Works and Transportation Committee. His work in this area was especially important for he helped to keep our Nation's infrastructure and transportation system intact—the passage of the landmark 1982 Surface Transportation Assistance Act stands as testimony to his successful efforts. He was also instrumental in helping pass legislation ensuring for greater highway safety. JIM was well known, too, for his active role in environmental issues, helping to preserve and protect coastal lands and waters. In all of his endeavors, JIM's ability to build bipartisan coalitions was readily apparent, his skill admired and respected by all. His hard work and commitment well earned JIM the support and admiration of his constituents as well, and he represented the citizens of his district with the utmost dedication and sense of responsibility.

We will greatly miss JIM HOWARD. He was a caring and compassionate man and truly a great American. His memory will live on though, as will the ideals for which he stood. Mr. Speaker, I join with my colleagues in extending deepest sympathy to JIM's wife, Marlene, his three children and all the other members of his family.

Mr. FAZIO. Mr. Speaker, I join my colleagues today in lamenting the loss of Representative JAMES J. HOWARD whose sudden death on March 25 came as a great shock to myself and this Nation.

JIM HOWARD was known as a premier legislative strategist for his outstanding work as chairman of the powerful Public Works and Transportation Committee. For the past 8 years, JIM wielded his influence on legislation of great national importance and significance. In November of 1986, JIM managed to obtain the first major authorization since 1970 for new dams, port dredging and other water projects (H.R. 6) vital to the United States. As chairman, JIM negotiated two veto overrides early last year in order to enact two much needed authorization bills, a $20 billion clean water measure (H.R. 1), and a $89 billion highway-mass transit bill (H.R. 2) both top legislative priorities for him and the majority of this body. JIM's concern about protecting our fragile environment led

him to work diligently to ensure passage of a strong bill reauthorizing the chemical-waste Superfund clean-up program.

In recent years, the word infrastructure has become a buzzword for public works—transportation, water development, and the like. JIM HOWARD started working years ago to improve our infrastructure. He knew the importance of public investment as a tool for economic development, public safety, and international competitiveness.

His commitment to improving our Nation's infrastructure has been unflagging for nearly 25 years. JIM's many accomplishments were achieved through his tough but fair negotiating style. The conviction and determination he showed during difficult times earned him the respect of his colleagues regardless of their ideological or political persuasions. His leadership will be sorely missed.

JIM HOWARD was a humorous, dedicated, and compassionate man. His efforts and achievements will not be forgotten. I join my colleagues in sending our deepest sympathy to his wife, Marlene and their children.

Mr. WEISS. Mr. Speaker, there are few Members of Congress, past or present, who have done as much to enhance the safety and welfare of the American people as our late friend and colleague, JIM HOWARD. I rise today to pay tribute to JIM and to join my colleagues in once more expressing our deep sorrow at his untimely passing.

During his more than 23 years in Congress, JIM did an exemplary job representing the people of New Jersey's Third Congressional District, who I am sure will miss him sorely. However, JIM's constituent's are not the only ones to reap the fruits of his hard work and influence. People all over America owe JIM a huge debt of gratitude for his leadership on highway safety and environmental issues.

JIM was a leader in the fight for the 55 miles per hour speed limit, the single most effective highway safety law in our Nation's history. Since 1974 it has saved more than 50,000 lives and prevented many more disabling injuries. That is a magnificent accomplishment of which JIM was truly and deservedly proud. In light of the irrefutable statistics on speed limits and highway safety, I shared JIM's strong dismay when Congress succumbed to pressure last year and voted to allow 65 miles per hour speeds on rural interstates.

JIM's fight for highway safety exceeded the 55 miles per hour speed limit. He led successful fights for increased Federal assistance to States in a nationwide crackdown on drunk driv-

ers, for greater funding of state child-passenger safety programs, and for increased Federal aid for truck safety. In addition, JIM fought hard to pass the law on a national, uniform drinking age of 21 which, I am sure we all agree, has spared countless young Americans from serious injury or even death.

Though JIM may be best remembered as "Mr. Highway Safety," none of us will forget his dedication and efforts to protect our environment. He led the battles to expand Superfund enforcement of toxic waste cleanup and to strengthen clean water laws. In addition, JIM fought to empower citizens with the right to know about dangerous chemicals in their communities.

One can not do justice to 23 years of service and accomplishment in a short statement. Therefore, I would like simply to express my deepest sympathy to JIM's family and, on behalf of my own constituents, thank him for his devotion to public service. He has left an indelible mark on our Nation and shall be remembered fondly.

Mr. DYSON. Mr. Speaker, I rise to express my deep sorrow on the death of Representative JAMES HOWARD of New Jersey. JIM HOWARD loved his work in the Congress and he loved our Nation. He strove to fulfill with skill and devotion what he believed were his obligations to his country. His accomplishments were extraordinary, from improving the quality of the air we breathe and the water we drink to making the daily commute to work a safer journey.

JIM HOWARD was an extraordinary man who loved the pulling and hauling of politics. He was a tireless chairman who added a measure of grace to this august institution. A former principal in the Wall Township school system in New Jersey, JIM HOWARD proved an outstanding legislator while serving for more than two decades in the House. During his distinguished career in the public service, he touched the lives of literally millions of Americans and he is responsible for some of the most far-reaching legislation affecting our cities and States.

In the State of Maryland we owe a tremendous debt of gratitude to JIM HOWARD for his leadership on environmental matters. His strong support for the cleanup of the Chesapeake Bay and his opposition to ocean dumping, a menacing solution to our garbage problem that had already begun to spoil the New Jersey beaches, are examples of the kind world he wanted to leave behind. JIM HOWARD is already sorely missed in the House but his handiwork will be long remembered.

Mr. RINALDO. Mr. Speaker, New Jersey has lost one of its most effective and influential Members of Congress in the passing of Congressman JIM HOWARD. He was a tireless advocate and leader for highway safety, mass transportation, environmental protection, and the rebuilding of America's infrastructure.

Virtually every American family benefited from JIM HOWARD's leadership of the Public Works and Transportation Committee. Under his chairmanship, we saw vast improvements in our Nation's highway system, from the 55-mile-per-hour speed limit to the modernization of our mass transportation network.

The list of JIM HOWARD's accomplishments spans the 23 years he served in Congress. Dams, sewage treatment plants, ocean cleanup, funding for community colleges, motor carrier safety, uniform commercial drivers' licenses, and the most massive highway building in history have left an indelible mark on the nation.

Without JIM HOWARD's tenacious efforts and strong will, our Nation could not have managed to expand our economy through our highway and mass transit system. He believed that America's future prosperity depended on linking every region of our country together, and his efforts have spread the opportunities for growth to every district of the Nation.

As a Representative of the Third Congressional District in New Jersey, JIM HOWARD had a sensitivity to the need to clean up our oceans. With single-minded determination, he led the battle in Congress to close the 12-mile Dead Sea off the New York-New Jersey harbor that was polluting our oceanfront.

He came to Congress in the early sixties, committed to an activist role for the Federal Government. He was a true believer in John Kennedy's challenge to "ask not what your country can do for you, but what you can do for your country."

JIM HOWARD served his Nation well, and the people of New Jersey are proud of the reputation he earned in Congress. You cannot travel anywhere in New Jersey without seeing the results of JIM HOWARD's work.

The title of "Mr. Highway Safety" was one that he was proud of and he expressed it at the Lifesavers Conference in Boston some time before his death. "Some might think I'm corny when I drive through my district at night and see the houses lit up and families inside," JIM HOWARD said. "I wonder how many of them might not be there without the 55-mile-per-hour law."

He fought some of the toughest battles on Capitol Hill and took on the most powerful industries in his battle to clean up toxic waste.

JIM HOWARD was a Congressman who got things done for America; a builder in the same sense as the early pioneers who opened the West and linked our people together by blazing new trails and building railroads. It was JIM HOWARD's job to bring those new frontiers into the modern age, and he did it with remarkable success.

I extend my deepest sympathy to JIM's wife, Marlene, their children, and the other members of his family on their great loss. We will all miss JIM very much.

Mr. RAHALL. Mr. Speaker, I would like to join my colleagues tonight in expressing my heartfelt sorrow over the passing of our dear friend and colleague, JIM HOWARD. I came to know and respect Chairman HOWARD through my membership on the Committee on Public Works and Transportation. Many others have lauded JIM's accomplishments as chairman of that great committee and I will not detail all of them this evening. All of us here can attest to the importance to our home States of the highway and water resources bills that Chairman HOWARD guided through both the House and various conference committees. We also remember that JIM was willing to help his friends on an individual basis. I will always gratefully remember the trip he made with me to Huntington, WV, to inspect the East End Bridge, then under construction. It was with his support that this important span between West Virginia and Ohio was completed.

JIM will be sorely missed by his colleagues and many friends not only here in Washington but throughout the Nation. His legacy—this Nation's infrastructure—will long be a testament to JIM and his efforts on behalf of all Americans.

Mr. GUARINI. Mr. Speaker, I rise to join my colleagues in tribute to the late Congressman JIM HOWARD. His death is a great loss for New Jersey, for America, and for the Nation.

When the Founding Fathers created the Congress, they saw this House as "The People's House". JIM HOWARD was a national Congressman, a powerful Congressman, but more than anything—he was a people's Congressman.

JIM fought long, hard battles to build our highways, and to keep them safe.

He fought long, hard battles to create jobs, and to deal with toxic waste.

He promoted mass transit, he protected the environment, he was a leader among his peers.

JIM HOWARD was a fighter. He was a tireless worker, who backed up his words with action. He was a true Democrat, who rose above partisan politics. He was extremely influential, yet he always put the people first.

JIM loved the New Jersey shore—a lifelong interest—and passed important bills to clean and preserve it.

He strongly supported the 55-mile-an-hour speed limit, and fought valiantly to keep it. When it first became law, he noted the instant plunge in the highway death rate. He said that he couldn't help thinking that a lot of his friends were alive because of that law.

Long ago, JIM had a vision for a new era of growth. He wanted highways to link the great arteries of this country. He wanted jobs, for people to rebuild the roads, bridges and cities. He had a vision, the "Howard plan," which had a lasting impact on the transportation policies of America.

JIM's hand touched every corner of this Nation. The roads we drive, the water we drink, and often the public building just around the corner—he touched them all.

He stood for what America stands for. He believed in what America could be. He was a hard-nosed politician, who never lost the capacity to dream.

Many years ago, a poet said:

"Words are easy, like the wind; faithful friends are hard to find."

JIM HOWARD was a faithful friend: to me, the New Jersey to the Nation, and to what he believed in.

Above all, JIM was faithful to what the Founding Fathers had in mind, when they build the People's House.

His voice and his vision will be missed, but his work will live on, for a long long time to come.

Mr. MINETA. Mr. Speaker, I rise, with immense respect and great sorrow in my heart, to honor a good friend and an outstanding and honorable colleague, JAMES J. HOWARD.

As a colleague, I mourn for the vision and energy which this Nation has lost in his passing. As a friend, I mourn that such a vibrant and worthy companion has been taken from us, so unexpectedly.

I will always consider the opportunity I had to work with JIM HOWARD a great honor and a highlight of my service in the House of Representatives.

He was held in the highest esteem by his colleagues, and deservedly so. We were all touched by his dedication, determination, and vision. We all progressed through his leadership in forging agreements and in bringing vital legislation to life and to ultimate success.

We were all inspired by his strong beliefs and integrity. He represented both his district and the Nation well.

His mark is not only on the James J. Howard Interstate Highway, which is a most fitting tribute, but on every major transportation and water network on which this Nation's economy rests. His dedication to a healthy infrastructure has served our Nation well, and will serve us for years to come. His legacy will be long remembered.

We will never know how many people are alive today because of his bulldog determination to maintain the 55-mile-per-hour speed limit and his fortitude in requiring the higher, more responsible drinking age. But whether or not they know it, they and their loved ones owe a great debt to JAMES J. HOWARD.

His legacy includes a sensible approach in coordinating our highway and mass transit plans into a surface transportation policy through the "Howard plan," an important weapon in our battles against gridlock and other demons of traffic. Indeed, his work will long live on.

The number of his accomplishments which made travel safer for Americans, or which made our water cleaner, or which simply made life better through any of his numerous other successes, are indeed legion. I cannot begin to list them all. But I would like to mention one little corner of public policy where I had the honor to work with him.

I worked with JIM HOWARD of many issues, but especially the field of aviation. In this Congress, I am proud to say that we worked side by side to shape our Nation's aviation system for the next few years. With his leadership and perseverance, the Congress approved a far-reaching, sound airport and airways bill. We will all benefit from his role in this legislation for years to come.

He was an outstanding national influence on public works policy, a persistent fighter for the ideas in which he believed, and an unmatched negotiator. Those of us who worked with him know personally of his uncanny ability to gauge the sense of Congress and read the political tea leaves. He instinctively knew which motions would succeed and which would fail before they were even read and well in advance of when the votes were tallied.

I feel fortunate to have had JIM HOWARD on my side far more often than not. He was an awesome opponent and an avidly sought-out compatriot. I learned much from him—from his uncanny political sense, his boundless energy and his willingness to take on the tough fights.

JIM HOWARD was a great asset to this body. The fuel which energized him was not glory, power, or gain, but a sincere desire to serve his constituents and this Nation to the best of his ability. And his best is truly the epitome of public service.

He will be greatly missed as a colleague, as a dedicated teacher, and as a good, good friend.

I extend my sympathy to his wife, Marlene, and to his family.

Mr. HASTERT. Mr. Speaker, I appreciate having this opportunity to join in paying tribute to a distinguished Member of Congress, JIM HOWARD.

I consider it an honor to have served on the House Public Works and Transportation Committee under the leadership of such a committed, hard-working legislator. His ability to effectively build bipartisan coalitions leaves him with a great legacy of accomplishments.

Chairman HOWARD will long be remembered as a champion of the cause to improve the infrastructure, who brought to the forefront the need for investment to maintain our Nation's crumbling infrastructure at a time when there were so many other pressing needs.

Perhaps JIM HOWARD will be best remembered for his efforts in the area of highway safety legislation. Many of the benefits that we all enjoy and appreciate can be traced to his legislative prowess. Legislation that included the national maximum speed limit, the 21-year-old drinking age law and the uniform commercial driver license are all measures that he sponsored and we can credit him with.

We will certainly all miss this man who's outstanding record leaves a model of public service.

Mr. GRANT. Mr. Speaker, on March 25, the Congress lost one of its great leaders and true gentlemen, the Hon. JAMES J. HOWARD OF NEW JERSEY.

As chairman of the Public Works and Transportation Committee, JIM HOWARD was a tireless public servant, lending his considerable talent and drive toward alerting Americans to the importance of maintaining our Nation's irreplaceable infrastructure.

Those of us who enjoy the convenience and comfort of America's airline industry owe a debt of gratitude to JIM HOWARD for insisting that with deregulation, competition, and lower fares, we did not lose sight of our first priority, safety.

And when we take to the highways, we should never forget that because of JIM HOWARD's leadership, our interstates are well maintained, constantly being improved, and get safer year after year.

But JIM HOWARD's influence went beyond the more well known aspects of his committee's jurisdiction. The Public Works Committee also has the responsibility of authorizing money for the Botanic Garden, the Library of Congress, and the Smithsonian Institution, Washington landmarks enjoyed by millions of visitors to our Nation's Capitol each year. In addition, a myriad of programs affecting bridges, dams, navigable rivers, and pollution control all were guided in purposeful ways by the strong leadership of Chairman HOWARD.

Like any great leader, JIM HOWARD was shaped by his past. Born in Irvington, NJ, JIM graduated from St. Bonaventure University and continued on to receive his master's degree in education from Rutgers University. After graduation, JIM enjoyed a highly successful and honored career in education, becoming the principal of Wall Township High School in 1952. He also served as the president of the Monmouth County Education Association.

In 1964, the wise voters of the Third District of New Jersey recognized the enormous talent and energy of JIM HOWARD and sent him to Washington as their representative.

There are many Members of the House and Senate who are more familiar with JIM HOWARD than I. They can relate stories about his famous sense of humor, his insight, his courtesy, and his kindness.

As a first term member of the Public Works Committee, I did not have the pleasure of working with JIM HOWARD very long. But even in the short time I knew him, I was profoundly affected by his good nature, fairness, and genuine interest in the problems facing my district, even though he was undoubtedly one of the busiest men in Congress.

I cannot think of a better person to emulate than JIM HOWARD. He was dedicated to highway safety and fought hard for the issues he believed in, yet he fought fairly. He was one of the most powerful chairmen in Congress, yet he was accessible and patient with every one of his committee members. The Congress will be a lesser place because of his passing.

Mr. LIGHTFOOT. Mr. Speaker, I want to thank the gentleman from New Jersey (Mr. Rodino) for requesting this time and for allowing me this opportunity to honor the memory of our late colleague from New Jersey, Representative JIM HOWARD.

JIM was a dear friend who always listened to my concerns and did everything he could to help address them. He was a fine gentleman who truly cared about people. As one who appreciates a good joke, I could always count on JIM's good sense of humor.

I have served with JIM on the Committee on Public Works and Transportation since I took office in 1985. In the few years I knew him, I came to respect JIM as an effective legislator who deeply believed in the causes for which he was such an able advocate here in Congress. Whether it was legislation to protect the environment or to rebuild our Nation's infrastructure, JIM HOWARD would totally devote himself and work hard to see it through.

JIM always went overboard in his efforts to be fair and bipartisan. Under JIM's leadership, contentious issues became widely-supported compromises without his overriding principles having been sacrificed.

I extend my deepest sympathy to JIM's wife and family, and I want them to know I share in their loss. JIM will be sorely missed here in Congress, but his good deeds will not be forgotten.

Mr. SUNIA. Mr. Speaker, today we have come to honor Chairman JAMES HOWARD, a man whose life and work so greatly affected his colleagues, constituents and every American. Yet it is a sad sort of honor that we have here today, for we wish there were no cause for such a gathering.

JIM HOWARD was a special friend to me. His leadership, guidance and mentorship I have greatly felt and will greatly miss.

I began serving in Congress and on the Public Works Committee the same year that JIM HOWARD became the committee's chairman, and he was always ready to help me with whatever challenges I tackled and with whatever questions I had.

In the 100th Congress until his death, I had the opportunity to serve as a subcommittee chairman on public works—a job I knew I would learn easily because of JIM HOWARD's willingness to help his fellow colleagues.

I say that Chairman HOWARD touched the life of every American because of the work he did to update this nation's infra-

structure. To look at this Nation's roads and public transportation, even its sewage plants and its water systems, is to see JIM HOWARD's work.

No, his was not always glamorous work. It was not work which gave him great publicity. Yet it was tireless work. It was a labor of love for his country. And his was work by which we will all remember this champion, this friend and colleague.

Most importantly, JIM HOWARD was willing to work with and help people in all parts of this Nation. When I told him of the needs we had in my territory, which is 8,000 miles away, he was willing to listen and help.

On the day of his death, I sent a message of sympathy to his widow, Marlene, from my wife and me. In the months that lie ahead, as his family feels the loss of their husband and father, I hope they are consoled that JIM was the fine person that he was and that their husband and father really made a difference in this world. And I hope they find peace of mind in knowing that he continues to be held in high regard.

Mr. COURTER. Mr. Speaker, I would like the Record to include the statement I issued on learning of the sudden death of my friend and colleague, Representative JIM HOWARD:

JIM HOWARD was a model Congressman. He served his district with more energy, diligence and expertise than his constituents will ever know. Our State lost a fine public servant, and I feel that I have lost a friend who was always a source of experienced judgment.

I extend my deepest condolences to JIM's family and to his staff and friends in New Jersey and Washington who had the privilege of helping him serve the public.

Mr. BIAGGI. Mr. Speaker, I am very proud to join my colleagues here tonight in paying a richly deserved tribute to one of the finest gentlemen to have served in this august body, my good friend and colleague, JIM HOWARD. JIM's untimely death last month was a great loss to all of us who served with him and to all of those who were served by him. But, we can all be very thankful for the 24 years of solid congressional service JIM HOWARD gave to his country.

JIM did not seek the national spotlight. After all, his background as a schoolteacher and principal was one of quiet effectiveness. Yet, it is difficult to think of any other single Member of Congress who had more of an impact on more American lives than JIM HOWARD. He was the leader of the fight for the 55 mph national speed limit, which is credited with having saved some 50,000 lives since 1974. He led the successful campaign for a national uniform drinking age of 21,

as well as for other effective and much needed measures in the crackdown against drunk driving. He increased Federal aid for truck safety and obtained greater funding of State child-passenger safety programs.

He was also a staunch protector of our environment. He led the effort to clean up toxic waste, to strengthen clean water laws and to inform citizens about environmental dangers in their own communities.

Many of these achievements came during JIM's tenure as chairman of the House Public Works and Transportation Committee, which began in 1980. JIM wielded the considerable power of that position with just the right amount of toughness and fairness. He would back down from no one and he was respected by everyone.

But, as much as his work had national implications, involving billions of dollars and public works projects in communities throughout the country, he never once lost sight of the project that gave him the most satisfaction of all—taking care of the needs and concerns of his constituents in New Jersey's Third Congressional District. His constituents always came first with JIM HOWARD. He served them as well as any Member can and that's the highest tribute any of us can receive.

Mr. Speaker, JIM HOWARD credits President John F. Kennedy with inspiring him to seek elective office. And so it is only fitting that we recall a quote from President Kennedy as we pay this very special tribute to JIM HOWARD. He said: "Our success or failure, in whatever office we hold, will be measured by the answers to four questions: First, were we truly men of courage; second, were we truly men of judgment; third, were we truly men of integrity; finally, were we truly men of dedication?" JIM HOWARD, then, was truly a great success.

I wish to extend my condolences to his wife, Marlene, and his three children, who are no doubt being comforted during this difficult time by the knowledge that is shared by all of us who knew JIM—his was a job well done and a life well lived.

Mr. ROWLAND of Georgia. Mr. Speaker, in reflecting on a person's life, we usually look for the overall patterns, both to put the individual's accomplishments in perspective and to provide ourselves a measuring rod for our own progression in this world.

JIM HOWARD's patterns are noteworthy comments on his philosophy of life. His adult road to the Congress began at two very fine institutions, St. Bonaventure and Rutgers University. It is fitting and in keeping with their traditions that the motto

of each stresses the tandem nature of moral nobility and learning. The chairman obviously took these words to heart in his choice of professions.

The teaching of our young people is one of the most important obligations any of us could undertake. As has often been said, almost without thinking, they are the future of our country. However, JIM did not tackle anything without thinking. He seized every task with gusto, but also with care and attention to detail. I have no doubt that some of the finest of our future colleagues in Government and business will bear the leadership stamp of JIM HOWARD's teaching.

The transition from education to the Congress and, specifically, to the chairmanship of the House Public Works and Transportation Committee may seem blurred to some. However, upon closer examination, I find it to be very direct and an obvious conclusion for JIM's purposes.

He was concerned with the future of our country as represented by our children, the "infrastructure" of our society if you will. Therefore, the brick and concrete infrastructure of our Nation was a natural follow-on to his goals. The transportation systems and public works we will hand on to and, indeed, are now handing on to those very same children JIM taught will be critical in their efforts to continue fueling America's growth and predominance in the next century. That generation will not be able to compete in the international marketplace without a way of getting our goods to the market. Equally important, they will not be able to provide their children with the standard of living we now enjoy if we do not protect our water supply and environment.

JIM saw the big picture and no man worked harder to focus it and make it understandable to the public. Yet, he made his mark with zest, kindness and humor.

One last note, it is perhaps not unusual for us as colleagues to remark on one another's working comradeship. But staff may not always find "the Members" so easy to work for. In JIM HOWARD's case, I have yet to come across any staff personnel who would question his genuine working partnership with them. To me, that is an even more telling comment on the man and one more piece of the pattern which was Chairman JAMES J. HOWARD.

I will sincerely miss him.

Mr. TOWNS. Mr. Speaker, I want to join my colleagues in honoring my chairman and my friend, JIM HOWARD.

It was an honor to serve with JIM both as a member of the House Public Works and Transportation Committee as well as a neighbor from the New Jersey Delegation. I will always cherish his openness and willingness to support the efforts of his committee members. It was through his personal intervention that I was able to authorize relocation expenses for a utility in my congressional district. Moreover, JIM could always be counted on to support the initiatives of Congressional Black Caucus members to ensure that minority businesses participated in the infrastructure projects authorized by the Public Works Committee.

Certainly, America had no greater champion for the protection of our infrastructure than JIM HOWARD. His commitment for full funding for our highways and transit systems preserved support for public works programs in the face of drastic budget reductions. As a northeasterner, JIM understood the interrelationship between a sound infrastructure and the Nation's economy. He was also not afraid to fight for a cause that he believed was just. While the 55 mph speed limit was not popular with many of his colleagues, JIM fought for its maintenance, as a national standard, because he truly believed that it was a safety issue first and foremost.

The compassion and commitment to help others, which first led JIM to the teaching profession, never left him as a Member of Congress. He was a true "gentle man" who will be sorely missed in this House.

TUESDAY, *April 19, 1988.*

Mr. MOAKLEY. Mr. Speaker, I would like to share with my colleagues the remarks of my good friend, Frederick P. Salvucci, secretary of transportation in the Commonwealth of Massachusetts on the occasion of the death of our colleague, Representative JAMES HOWARD of New Jersey. Fred worked closely with the Massachusetts Delegation and Chairman HOWARD on a wide variety of transportation-related projects in the Commonwealth and throughout New England in the course of JIM's chairmanship of Public Works and Transportation.

The material follows:

Remarks of Frederick P. Salvucci

On the Death of Congressman James Howard

Some men and women, when they are elected to Congress, bring with them a vision of America that is far removed from parochial concerns. These public servants see America as a partnership of truly united states, each with shared goals and mutual interests. Those who have such a vision face the challenge of implementing their ideas, and those who do so become national leaders. Jim Howard was that kind of leader.

Jim Howard was national leader not merely by virtue of his rank in Congress but because he had a forward looking program for America and carried it out. That program was founded on public works and its goal was to build and maintain a national infrastructure that would sustain growth into the next century. He understood that public works projects are essential to the national economy.

He also understood that the bottom line product of all public works projects is service. Whether it be mass transit improvements or water treatment plants or completing the interstate highway system, the real output of public works is service. In this respect, Jim Howard touched the lives of millions of Americans who enjoyed the benefits of a national infrastructure on a par with none other.

Jim Howard was a friend to Massachusetts, but he was more than that. For those of us who shared his vision and enjoyed the generosity of his time, he was an inspiration and our lives as public servants have been forever enriched.

Wednesday, *April 27, 1988.*

Mr. MICHEL. Mr. Speaker, I join with you and our colleagues in paying tribute to our late friend and colleague, Jim Howard of New Jersey.

In recent weeks we have seen the death of Jim and of Mel Price, my Illinois colleague. It is a great loss to this institution and to the country when Congressmen with such long experience and dedication pass away.

Jim will be remembered for his service as chairman of the Public Works and Transportation Committee. He was with us since the election of 1964 and played an important role in determining transportation policy for many years.

When I33 attended his funeral service, with so many of our colleagues, I was touched by the beauty and serenity of the ceremony. It reminded me that too often around here we take each other for granted. It is only on such a somber occasion as a funeral that we are brought face to face with the fact that we are often so busy we can't get to know each other better or to allow friendships to grow.

I join all of our colleagues in remembering Jim Howard and in extending condolences to his family.

Mr. GINGRICH. Mr. Speaker, Congressman JIM HOWARD was a liberal, a partisan, a supporter of big labor, and a man who believed in much bigger government than I do. But JIM was also a hard worker, a colleague, and a good friend. As chairman of the Public Works Committee, he backed the Atlanta Airport; he helped Marta; he supported building highways across Georgia; and he was concerned about our water supply. JIM put the country and the country's interests above partisanship and ideology.

Sadly, this past month, I went to the funeral of JAMES J. HOWARD, Democrat from New Jersey and 24-year veteran of the U.S. Congress. Only 60 years old, JIM HOWARD died of a heart attack doing one of the things he liked most, playing golf. Although he had had several heart attacks, he still lived life to the fullest. He worked hard for his family, his district, and his country.

Flying up to the funeral with me were Secretary of Transportation Jim Burnley and Republican House Leader Bob Michel. We talked about the enthusiasm and the commitment JIM had brought to his job and to the Congress. Seeing hundreds of people gathered at the church to say good-bye to their Congressman and their friend, brought to mind how the years of hard work and community service create a political family—a network of friends and associates who care. It was a tremendous delegation that came from Washington from the House, the Senate, and the executive branch. Seeing the warm emotional support from the community, I know the Howard family found themselves both sad at their loss and proud in their memory.

The ceremony itself was touching. Speaker Jim Wright and Congressman Mo Udall paid tribute to our respected colleague, and an extraordinarily fine singer brought tears to every eye with a rendition of "Danny Boy" that would have touched JIM's Irish soul and pleased him immensely. As Mo Udall said, JIM was a man who loved his community, his Congress, and Ireland. He loved politics and lived for public service. When I started on the Public Works Committee, Chairman HOWARD helped me learn the ropes; he showed me that we could work together in a bi-partisan way to produce the best highway bill, the best aviation bill, and the best water bill. He believed in projects, in infrastructure, and in developing a healthier, stronger America.

I will miss him. All of us in Congress will miss him. Although he is gone, his memory, his spirit, and his commitment live on.

THURSDAY, *April 28, 1988.*

Mr. HORTON. Mr. Speaker, I rise today to offer a few words in the memory of my good friend and colleague, the Honorable JAMES J. HOWARD.

First, let me offer my condolences to JIM's family. To JIM's lovely wife Marlene, I wish to express my deepest sympathy. Similarly, my wife Nancy wishes me to convey her heartfelt remorse. The pain we all feel at JIM's passing gives us but a glimmer of the grief that you must be experiencing.

The world lost a great public servant and a great man with the passing of JIM HOWARD. JIM began his service to the public as a school teacher before moving on to the Congress in 1964. Rising to become chairman on the House Public Works and Transportation Committee, JIM combined effective leadership with a fantastic sense of humor.

It is impossible to calculate the amount of good that JIM accomplished during his tenure in Congress. His efforts in reducing highway speed limits have saved countless lives and earned him the title "Mr. Highway Safety."

Beyond his efforts to make our highways safer for millions of Americans, JIM sought to protect citizens by supporting legislation to clean up toxic waste sites, to clean our waters and our air, and to protect consumers. His list of accomplishments in these and other areas is extensive.

Though I did not serve on a committee with JIM, I walked over to the Capitol with him many times and we became good friends. I will always be appreciative of the advice which JIM offered.

His colleagues in Congress lost a good friend with JIM HOWARD's passing, and the American people lost a determined protector of their safety. Perhaps the greatest tribute we could pay to JIM is to carry on his work and place the health and safety of all American citizens as a top priority.

MONDAY, *May 2, 1988.*

Mr. SENSENBRENNER. Mr. Speaker, I rise to pay tribute to one of New Jersey's and the House of Representatives' finest statesmen, JAMES J. HOWARD.

In 1964, JIM was elected to the U.S. House of Representatives. By 1973, he had worked his way up to chair the House Public Works and Transportation Subcommittee on Energy

where he introduced the 55-mile-per-hour speed limit legislation which subsequently became law. By 1980, he was elected to the powerful chairmanship of Committee on Public Works and Transportation.

Having jurisdiction over the policy and funding of Federal highways, rapid transit, water projects, as well as the airline and trucking industries, Chairman HOWARD left his mark on much of that landscape across America.

JIM was also a staunch supporter of the environment. He was the driving force behind protecting New Jersey's environment, especially their beaches and oceans. He also was a key player in getting the omnibus clean water bill signed into law.

His concern for young Americans was demonstrated by his successful work to raise the legal drinking age to 21 years old.

He worked tirelessly for his constituents and America. We will miss his leadership.

Mr. SMITH of Iowa. Mr. Speaker, with the untimely death of Congressman JAMES J. HOWARD, of New Jersey, the Nation lost a truly distinguished public servant. For those of us who were privileged to know JIM and his family intimately through the years, the sense of personal loss is deep and indelible. My wife, Bea, and I counted JIM and Marlene and their daughters among our dearest friends, and this relationship spanned the entire 23 years that JIM served in Congress.

At the lovely memorial service for JIM in Spring Lake on March 29, appropriate tribute was paid to a loving and beloved husband and father and also to the public servant who had left this mark as a national leader. It is said that great men are memorialized by their achievements that live on after they are gone. Throughout this land, there are highways, public buildings, dams, bridges, waterways, harbors, railroad structures that bear the stamp of JIM HOWARD's leadership. He had a vision of the future and saw the deterioration of the Nation's infrastructure and was an early prophet to call for its rebuilding. Even more important than the physical projects he helped to build were the concepts in the national interest he fought for: safety on the Nation's highways, clean waters and the cleanup of toxic wastes, to name only a few. He was a kind and compassionate man and these qualities were reflected in his public service; his mission in life was basically to help people.

Before entering Congress, JIM was a schoolteacher and this experience served him well as a Congressman, chairman of a major House committee and leader in the enactment of important and complex legislation. For one thing, he always did his

homework and was impeccably well informed about the details of legislation in his committee's jurisdiction. Also he was an able communicator who could translate technical and bureaucratic jargon into plain language that his colleagues and the general public could readily understand.

As a Member of Congress, JIM worked with a sensitive understanding of his responsibility to act in the interest of his own constituents but keeping always in perspective the larger vision of the needs of the Nation. In committee or on the House floor, he was a strong, intense, energetic leader, a fair and firm committee chairman and a building of coalitions in support of important legislation.

JIM was a robust, hard-working individual in whom the love of life ran high, whether in work or play. He was also a modest man who appreciated his position of leadership in Congress and never coveted the fame and power of others. He had what is called in public life, the common touch and a magnificent sense of humor. In the midst of the hardest fought congressional battles, JIM never lost that sense of humor, his poise, and his civility.

We extend our deepest sympathy to Marlene and to the daughters, Kathy, Lenore, and Marie and the other family members. As for JIM, his name will live on for the good works he did and the full life that he lived.

TUESDAY, *May 3, 1988.*

Mr. BEVILL. Mr. Speaker, I rise today to pay tribute to my good friend JIM HOWARD who passed away in late March. JIM was an outstanding leader in the Congress. He served his constituents with unfailing dedication and he served our Nation with a deep sense of commitment.

Those of us who worked with JIM will remember his accomplishments as chairman of the House Public Works and Transportation Committee. He worked long and hard to improve our Nation's highways and public works projects. He knew the value of these projects to citizens across our country.

Since I initiated the House energy and water development appropriations bill, JIM and I worked closely together on many of these projects. I was impressed by his wisdom and foresight. JIM was so knowledgeable and so able when it came to making the best decisions for our Nation's infrastructure.

I enjoyed working with JIM and I will miss him. The Congress has lost one of its true leaders and our Nation has lost a great statesman. But, JIM HOWARD's good works will not be forgotten.

WEDNESDAY, *May 4, 1988.*

Mr. UDALL. Mr. Speaker, last week our colleagues mourned the death of Melvin Price, a man who dedicated 44 years of his life to the House. Last month we lost another colleague, JAMES J. HOWARD. These two men will be missed. JIM HOWARD was a good friend of mine, for 23 years we served and laughed and worked together. JIM's family, his wife Marlene, and his three daughters, Marie, Kathy, and Lenore, are grieving and they know that every Member of the House shares their grief. However, their sorrow must have been compounded when the the Washington Post ran an obituary on March 26 that read more like an editorial. Intimations were spread throughout the piece and reflected views more suited for the editorial page. I have always adhered to a rule which Herb Block once cited to me, "When God places his hands on a man, I take mine off." I think the Post could learn from their award winning editorial cartoonist.

Two individuals, who had worked with JIM, wrote an open letter to the Post to express their ire over the obituary. The authors, Joan Claybrook and Chuck Hurley, mentioned the legislative battles JIM fought during his long career in the House, and how his legislative agenda centered around public safety more than any other concern. The Post did JIM HOWARD, his family, and friends a serious injustice by ignoring JIM's strong attributes and unnecessarily highlighting petty allegations. Mr. Speaker, I include the letter in the Congressional Record:

(The Washington Post article is printed on page 9.)

Proceedings in the Senate

FRIDAY, *March 25, 1988.*

Mr. BYRD. Mr. President, it has come to my attention that Congressman JAMES J. HOWARD passed away earlier today. Permit me to take a few minutes of the Senate's time to express my condolences to the family and friends of this dedicated public servant.

Congressman HOWARD was first elected to the U.S. Congress in 1964 and served as chairman of the House Public Works and Transportation Committee since 1980. A former teacher, he was constantly seeking ways to improve the American education system. He was also constantly promoting legislation to improve this Nation's highways.

Mr. President, the Members of this Chamber have lost a good friend and colleague, the State of New Jersey has lost an outstanding Representative, and the United States has lost a good legislator and a good man.

MONDAY, *March 28, 1988.*

Mr. BYRD. Mr. President, I ask unanimous consent that the pending business be temporarily laid aside for not to exceed 5 minutes; that the Senate turn to the immediate consideration of H.R. 4263, a bill to name a portion of I–195 in New Jersey for the late Congressman JAMES HOWARD. That bill has just been received from the House.

I ask unanimous consent that no amendments be in order to the legislation.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. BYRD. I ask unanimous consent that the 5 minutes be equally divided between Messrs. Bradley and Lautenberg.

The PRESIDING OFFICER. Without objection, it is so ordered.

The bill will be stated by title.

The assistant legislative clerk read as follows:

A bill (H.R. 4263) to designate Interstate Route I-195 in the State of New Jersey as the "James J. Howard Interstate Highway".

Mr. BRADLEY. Mr. President, New Jersey has lost one of its most forceful advocates, and I have lost a friend whom I deeply respected. He was my political partner since I began in politics.

For 23 years JIM HOWARD had represented the residents of the Jersey shore. He has zealously fought to protect that shore as a place where families can go to escape the pressures of life and enjoy the natural beauty of the ocean.

But JIM probably gained greatest renown as chairman of the powerful House Public Works and Transportation Committee which he has led for the last 8 years. Chairman HOWARD recognized that the infrastructure of our older urban areas was crumbling, that for too long cities and States ignored the investment necessary to maintain them as they were struggling to meet pressing human needs. Under Chairman HOWARD's leadership, some of the most far-reaching legislation affecting our cities and States was enacted. He leaves a great legacy of accomplishments. It is most fitting that the legislation we are enacting today renames a portion of I-195, after the man who made it possible—Congressman JAMES HOWARD.

Although his committee was traditionally noted for highway construction, with Chairman HOWARD's leadership, for the first time a portion of the gasoline tax funds were dedicated to mass transit subsidies. Also under his leadership a water projects bill that will enable important port and sewage treatment projects to begin was adopted over the veto of President Reagan.

JIM HOWARD was much beloved by the people of the Third District and the people of New Jersey. We all share our grief with his wife, Marlene, and his three daughters, Marie, Kathy, and Lenore. We will miss him deeply.

Mr. LAUTENBERG. Mr. President, I rise in support of H.R. 4263, a bill to name Interstate 195 in New Jersey after the late Representative JAMES J. HOWARD, who died suddenly last week.

With JIM HOWARD's death, the Congress has lost one of its leaders. And New Jersey, especially the people of the Third District which he served for 24 years, has lost a dedicated and accomplished public servant.

Since 1981, JIM HOWARD chaired the House Committee on Public Works. He maintained a commitment to investing in America's infrastructure—its airports, ports, sewage treatment plants, highways, bridges, and roads. He knew that the future of our economy rests on these investments. He fought an obstinate administration to write new laws to build and rebuild our highways and to continue to clean up our water, and to expand and modernize our aviation system. These were no small battles. JIM HOWARD fought them and won.

JIM HOWARD fought just as hard to protect the environment.

Mr. President, the Third District in New Jersey includes a good part of the shoreline of New Jersey. It is a district whose economy, and whose every life, is linked up with the quality of the coastal and ocean environment.

JIM HOWARD was outraged at the continued pollution of our ocean and the degradation of our coast. He threw himself into the task of protecting the environment.

I can recall our joint efforts to stop the dumping of raw sewage in the Hudson, to move a dredged spoils dumpsite, and to close a sludge dumpsite just 12 miles off New Jersey's shore, and to preserve and expand the Sandy Hook ocean research center. This year, he was continuing the fight to stop ocean dumping of sludge altogether. I was proud to work with him, and he had the support of so many colleagues. The fight to protect our environment will be harder, because JIM HOWARD won't be there, with his leadership and his dedication.

Mr. President, JIM HOWARD leaves a great legacy to the State of New Jersey and our country. He leaves a legacy of infrastructure development that permits our Nation to operate. He leaves a legacy of environmental legislation. And with those laws and the laws that remain to be written, we can keep up the fight to protect the environment, the shore and the ocean that he loved.

But Mr. President, there is something else JIM HOWARD gave to the people of New Jersey and to the people of this Nation. JIM HOWARD gave of himself to help save the lives of others.

There was no one more committed to highway safety than JIM HOWARD. We joined forces to pass the 21 drinking age law. He led the effort to set 55 as the national speed limit. And while the speed limit has been chipped away, there are hundreds of people who are alive today—people who would have been killed by speed on our roads—killed by drinking on our roads—but for the work of JIM HOWARD.

JIM HOWARD was one of the most powerful men in the House of Representatives. But more, he was an honorable man. He was dedicated to serving his district, his State, and his country.

He was a friend. He was a colleague. I will miss him.

Mr. President, by passing this bill we pay tribute to the late JIM HOWARD. I urge my colleagues to support H.R. 4263.

Mr. BURDICK. Mr. President, last week, the House of Representatives lost one of its leaders, JAMES HOWARD from New Jersey.

Because of HOWARD's position as chairman of the House Public Works and Transportation Committee, I worked with him closely on many infrastructure issues, especially on highway matters. JIM HOWARD will be remembered for his dedication to transportation safety. In my experience of sitting across the conference table from JIM HOWARD, I found him dedicated to his principles and unflagging in his support for his ideals. He was an untiring spokesman for national highway, mass transit, and infrastructure needs.

Congressman HOWARD had a long and distinguished career serving his constituents in New Jersey. Congress will be a different place without JIM HOWARD.

Mr. MOYNIHAN. Last Friday, March 25, 1988, the Congress lost—the Nation lost—a distinguished public servant, Representative JAMES J. HOWARD. Mr. HOWARD served the Third Congressional District of New Jersey for 23 years, a term unequaled by any previous Congressman from that district. In 1981 he assumed the chairmanship of the House Public Works and Transportation Committee, the First Congressman from his State to have that honor.

As chairman of that committee JIM HOWARD presided over a vast and important legislative agenda: Laws that clean up and conserve our water, build and maintain our highways, repair our dams and bridges, construct our ports, regulate our airports, and protect our oceans. I had the opportunity to work with this remarkable man on many House-Senate conferences over the years—Clean Water, Safe Drinking Water, the Highway Acts, Superfund, the Water Resources Development Act. JIM cared deeply about these issues—he understood how they affected the everyday quality of life and economic well being of his constituents in New Jersey and of the Nation as a whole.

He was a tenacious and energetic negotiator. He fought for what he believed to be right, but always maintained a sense of humor and perspective. Whether it was the 55-mile-an-hour

speed limit, the antidrunk driving bill he sponsored, or the 21-year-old minimum drinking age legislation, one always knew where JIM HOWARD stood, even if at times he stood alone. He successfully authored these landmark pieces of legislation, for which the Nation is in his debt. The people of New Jersey will best remember him for projects like the intermodal transportation center, convention hall, and municipal building in Asbury Park, for defense of the New Jersey beaches, and for construction of I–195, which Congress will name in his honor.

He will be sorely missed in the Capitol, at home in New Jersey, and by his wife Marlene, and three daughters, Lenore Buchanan, Marie Howard, and Kathy Tjunin. We offer our deepest sympathy to them.

JIM HOWARD's legacy is the infrastructure of America, which underpins our economy and standard of living. To quote Lowell Jackson, "virtually every person in America relies on the conviction that government will operate (public works) facilities without fail, 24 hours a day, 365 days a year." These facilities include 575,000 bridges, 3.8 million miles of streets, 73,000 water and sewage plants, 10,000 sanitary landfills, and more. The fact that government fulfills any portion of this obligation is due in large part to the persevering efforts of JIM HOWARD.

Mr. SYMMS. Mr. President, will the Senator yield?

Mr. BRADLEY. I yield.

Mr. SYMMS. I thank the Senator for yielding.

I pay my respects and my sympathy to the Howard family.

I had the opportunity to serve for 8 years in the House with JIM and work with him on many issues that were pertinent to the highway system in my State and then had the opportunity to work with him for the years since I have been in the Senate where we have attended many conferences. He was always very vigorous in advocating his point of view and representing his views, which were always very strong but very clear cut and very forward.

I consider that we lost a real fine friend and a fine Congressman for the Nation who made a real contribution to the country.

I thank the Senator.

Mr. COCHRAN. Mr. President, will the Senator yield?

Mr. BRADLEY. I yield.

Mr. COCHRAN. Mr. President, let me say that in my experience in the House of Representatives I served with no one who was more thoughtful and considerate of a fellow House Member than JIM HOWARD was with me. I served on his Committee on Public Works and Transportation for 6 years and on subcommittees dealing with flood control, surface transportation, and investigations.

He brought his subcommittee to Mississippi one time at my request and was very gracious and generous in his devotion to time and attention to the problems of my State and the citizens of Mississippi.

I will be forever grateful to him and his family for their friendship and the many acts of kindness and consideration that he gave to me.

We have lost a true legislator, a dedicated, committed, hard-working legislator and we will all miss him for many, many years to come.

I appreciate the Senator yielding to me.

The PRESIDING OFFICER. Is there further discussion? If not, the question is on the third reading and passage of the bill.

The bill (H.R. 4263) was ordered to a third reading, was read the third time, and passed.

Mr. BRADLEY. Mr. President, I move to reconsider the vote by which the bill was passed.

Mr. BYRD. I move to lay that motion on the table.

The motion to lay on the table was agreed to.

Mr. BRADLEY. Mr. President, I thank the majority leader for allowing us to move this legislation at this time. I think it will mean a great deal to JIM HOWARD's family and all the people of New Jersey and his colleagues in the Senate and in the House.

So I thank the majority leader for his sensitivity to this issue at this time.

Mr. BYRD. Mr. President, I thank the distinguished Senator.

Mr. KENNEDY. Mr. President, I want to take a few moments to pay tribute to our colleague and friend who died suddenly last month, Congressman JIM HOWARD of New Jersey.

It seems like only yesterday that President Kennedy was saying, "Ask not what your country can do for you—ask what you can do for your country."

In the years since then, those words have touched millions of Americans in every section of the country. But no one was touched more deeply, or answered President Kennedy's summons to public service more enthusiastically, or accomplished more for the country in his own brilliant career than the young Irish schoolteacher from Wall Township, NJ, who became the man we all respected and loved in Congress as Mr. Chairman, Mr. Highways, and Mr. Public Works.

He was proud of all those titles. But he was even prouder of his title as commodore of the Shark River Yacht Club—which is where he learned to tame all the Potomac River sharks.

As Jim Howard told me many times, the spark of public service was first kindled in him, not in 1960, but 4 years earlier. As a young man in New Jersey, he had been fascinated by the television coverage of the 1956 Democratic Convention across the river in Philadelphia, and he had been touched by my brother's losing battle for the Vice Presidential nomination.

But it was in June 1960 that the permanent bond was forged. The primaries that year had ended, and in his quest to clinch the nomination, my brother flew into New Jersey to address a meeting of Democratic leaders and seek the support of delegates from the Garden State.

George Howard, Jim's father, knew many of the leaders there from Monmouth County, and he was well aware of the emerging interest of his son in politics. And so George Howard arranged for Jim to stand in the receiving line. It was the briefest of moments, the briefest of words, the briefest of touches, but it changed Jim Howard's life—and all of ours too.

In the years that followed, Jim generously fulfilled his public trust. He was a valiant defender of the environment. He changed the face of transportation and public works. He brought jobs and hope to communities and people in every region of America.

More than anyone I knew, he lived on the edge in politics—never sure of the next election. But year in and year out, he always seemed to win, because his appeal was broader than any party line.

In September of every election year, the call would come in to me from Jim like clockwork. He would tell me how lovely it was at this time of year in Long Branch, Asbury Park, and Spring Lake on the Jersey shore—nicer than Cape Code, he said—and wouldn't I like to join him at a fundraiser here or a campaign stop there, to help in his reelection.

And I liked to remind JIM of the famous telegram that my father sent to Jack before the West Virginia primary in 1960. "I'm glad to help out," dad wired, "But I'll be darned if I'm going to help you pay for a landslide."

No Kennedy ever had a better friend or a more effective and loyal supporter than JIM HOWARD. He was there for all of our campaigns—as a young volunteer for Jack in 1960, then for Robert Kennedy in 1968, and for me in 1980, when he chaired my successful New Jersey campaign that year. Whatever the odds in other States, we always felt that we could count on New Jersey, because JIM HOWARD knew the Garden State, and we knew that he would never let us down.

It was a privilege to work with JIM in Congress—and sometimes it was an ordeal, because JIM knew how to say no as well as yes.

In recent years, after he became Mr. Chairman, working with him was a learning experience for the rest of us in the use of power in the public interest. Jim Wright may have had more clout than JIM HOWARD in the House of Representatives, but most of us were never sure.

As we all knew, JIM had great power—and a reputation for power even greater than the power itself.

On the second floor of this Capitol Building, there is a long, wide, straight corridor that connects the House Chamber to the Senate Chamber. I used to call JIM HOWARD on the telephone from the Senate cloakroom, and ask if I could see him for a moment about a bill.

And before I could begin, he'd be asking why I only ever called him when a transportation bill was on the floor—and why couldn't I get those special interest Massachusetts provisions included in the bill on the Senate side—and why was Boston sending its waste to New Jersey beaches—and did I want Hyannis Port paved over with concrete.

But I said I loved him anyway, even if his family was from County Clare. And whenever I asked to see him he'd always relent and say he'd come right over.

And when I hung up the telephone and my blistered ear had healed, I would walk off the Senate floor and wait for JIM HOWARD to come into view at the other end of the corridor. Fifty yards away, he would throw open his jacket, and show off the symbol of the bond that forever tied him to President Kennedy and our family—the bond that was his pride and joy—his PT-109 tie clip. There were only two things he cherished more, he said—his family and the Jersey Shore.

And each time JIM showed me that tie clip filled with so many memories, I quietly decided that I should have requested even more funds for that water project in Boston Harbor.

People often ask me what it is that attracts young men and women into public service. What is it that persuades them to endure the pressure, the frustration, the sacrifice of privacy, the lack of time with family and friends, the loss of income that is sure to follow. Ambition—perhaps. Excitement—certainly.

But is is also something more—an ideal that often takes its root in youth in people like JIM HOWARD, and that guides them all their lives—the challenge to give something back to America in return for all it has given us.

It is the simple, profound, enduring, American belief that individuals can make a difference, and that government can make a difference too. Survival of the fittest may be the law of the jungle, and of some people in public life. But it was not the law by which JIM HOWARD lived, and so long as people like John F. Kennedy and JAMES J. HOWARD are willing to enter public life, it will never be the law of the United States.

My brothers left us too young, and so did JIM. But I suspect that the three of them are already with each other once again, lining up delegates for the next celestial primary, taking time out to sail together, to laugh and sing in Irish song, or play one more game of touch.

And if I know JIM, just as surely as he did God's work here on Earth, he's busy up above as well—putting up 55-mile-an-hour speed limit signs on all the highways of Heaven.

He could be tough, as well, in work or play. In all those happy times at Hickory Hill in the 1960's, I remember JIM as the one who always voted to play tackle. And that's the way he played the game of legislation too, which is one of the reasons we loved him most.

Like my brothers, JIM HOWARD was a sailor. And there is no more fitting way for me to close this tribute to our friend than with the verses of John Masefield that President Kennedy loved about the sea:

I must go down to the seas again, to the lonely sea and the sky,
And all I ask is a tall ship and a star to steer her by;
And the wheel's kick and the wind's song and the white sail's shaking,
And a gray mist on the sea's face, and a gray dawn breaking.
I must go down to the seas again, for the call of the running tide
Is a wild call and a clear call that may not be denied;
And all I ask is a windy day with the white clouds flying,
And the flung spray and the blown spume, and the seagulls crying.
I must go down to the seas again, to the vagrant gypsy life,

To the gull's way and the whale's way where the wind's like a whetted knife;
And all I ask is a merry yarn from a laughing fellow-rover,
And quiet sleep and a sweet dream when the long trick's over.

I know that if President Kennedy and Robert Kennedy were here today, they would join me in saying, "Well done, JIM, and sleep well." In the words of the ancient Irish prayer, "May the sun shine warm upon your face, JIM, and until we meet again, may God hold you in the palm of His hand."

Mr. President, I ask unanimous consent that a collection of articles on Congressman HOWARD and his distinguished career may be printed in the Record.

There being no objection, the material was ordered to be printed in the Record, as follows:

[From the New York Times, March 26, 1988]

JAMES HOWARD, CONGRESSMAN, IS DEAD AT 60 SERVED DISTRICT IN JERSEY FOR OVER TWO DECADES

(By Clifford D. May)

Washington, March 25—Representative JAMES J. HOWARD, a New Jersey Democrat who served more than two decades in Congress, died this afternoon at the Washington Hospital Center, a day after suffering a heart attack. He was 60 years old.

Mr. HOWARD was stricken while playing golf in suburban Maryland before the day's proceedings on the House floor began. He never regained consciousness.

He suffered previous heart attacks in 1974 and 1978.

Mr. HOWARD, who represented the Third Congressional District, including parts of Monmouth, Ocean and Middlesex Counties, served since 1981 as chairman of the House Public Works and Transportation Committee. He was considered an authority on the highway system, mass transit and other areas of public transportation.

ROLE IN ENVIRONMENTAL ISSUES

He also played an active role on environmental issues, particularly in efforts to clean up New Jersey's beaches and coastal waters.

After the retirement of Representative Peter W. Rodino Jr., Democrat of Newark, N.J., this fall, Mr. HOWARD would have been the senior member of the state's delegation to Congress.

Under New Jersey law, Governor Kean must order a special election to fill Mr. HOWARD's seat. However, it could be scheduled for as late as November, to be held at the same time as the general election.

Although he never achieved widespread national recognition, Mr. HOWARD was known on Capitol Hill for his mastery of the strategies of the Congressional power game. In 1985, for example, when Massachusetts was considering dumping sludge from Boston at an ocean site off New Jersey, a rumor spread that he would use his power as committee chairman to try to cut off funds for a long-planned Boston highway project.

The Congressman called The Boston Globe to assure everyone that he would do no such a thing. Instead, he said, he would move to cut off $100 million for Boston's sewage treatment plant.

"If they're going to dump that stuff off New Jersey," he said, "they don't need the money. We'll need it in New Jersey to clean up the beaches."

More recently, Mr. HOWARD fought for legislation to prohibit all ocean dumping off New Jersey and New York.

Senator Frank R. Lautenberg today praised Mr. HOWARD as "a leader and a devoted public servant." The New Jersey Democrat said that Mr. HOWARD "fought to protect our state's environment" and "tirelessly led efforts to rebuild our nation's infrastructure—our highways, bridges and roads."

The state's other Democratic Senator, Bill Bradley, said Mr. HOWARD was responsible for "some of the most far-reaching legislation affecting our cities and states."

Governor Kean said, "He served with dedication and always placed New Jersey's interests first."

Mr. HOWARD was born July 24, 1927, in Irvington, N.J., and grew up in Belmar on the Jersey shore. In World War II he served with the Navy in the South Pacific.

From 1952 until 1964 Mr. HOWARD was a teacher and then acting principal of the West Belmar Elementary School in Wall Township. He also served in that period as a member of the delegate assembly of the New Jersey Education Association and as president of the Monmouth County Education Association.

He first ran for the House in 1964, in New Jersey's Third Congressional District, then considered a Republican stronghold. But President Johnson's overwhelming victory over Senator Barry Goldwater that year was seen as helping Mr. HOWARD overcome his opponent.

In 1973 and 1974, Mr. HOWARD served as chairman of the Subcommittee on Energy of the House Public Works Committee where he introduced the 55-mile-an-hour speed limit, a concept that subsequently became law. Mr. HOWARD advocated the change in the belief that not only would it save oil but also it would save 2,000 to 4,000 lives annually.

Mr. HOWARD lived in Spring Lake Heights, N.J., and in Washington.

He leaves his wife, the former Marlene Vetrano, and three daughters, Lenore Buchanan, Marie Howard and Kathy Tjunin.

[From the Asbury Park (NJ) Press, March 26, 1988]

WASHINGTON COLLEAGUES PRAISE MAN OF INFLUENCE

(By Larry McDonnell)

When it lost JAMES J. HOWARD, New Jersey lost political muscle that may be impossible to replace.

"You can't travel anywhere in New Jersey that you don't see JIM HOWARD's fingerprints," said Representative William Hughes, D-N.J.

Nearly all of HOWARD's colleagues on Capitol Hill yesterday sounded the same theme: A friend and respected ally was gone, and New Jersey was suddenly without a savvy, tough politician who would fight tenaciously for his district and state.

"New Jersey has several committee chairmen, but the reality is all committee chairmen are not created equally," said Representative Robert G. Torricelli, D-N.J. "JIM HOWARD had special influence and, by his powerful chairmanship

of the Public Works Committee, certainly controlled more federal spending than any member of the House or Senate from New Jersey. That is an influence that will be greatly missed in our state."

Howard had great affection for the New Jersey Shore. Both of New Jersey's senators praised him for drafting important legislation to clean and preserve it.

"His unabashed love for New Jersey was the driving force behind his lifelong fight to protect our state's environment, especially our beaches and oceans," said Senator Frank Lautenberg, D-N.J.

"He zealously fought to protect the Shore as a place where families can go to escape the pressures of life and enjoy the natural beauty of the ocean," said Senator Bill Bradley, D-N.J.

HOWARD's heart problems—he had suffered two heart attacks—were well-known among members of the New Jersey delegation. But he had not been ill, and most members were shocked by his sudden death.

"We all knew he was not always well, but nobody was ready for something as massive as this," said Representative Christopher H. Smith, R-N.J.

Republican Representative Matthew Rinaldo said that as effective as HOWARD was as a lawmaker, he will miss him most as a friend.

"It will be JIM HOWARD's forceful and dynamic personality that I will miss the most," Rinaldo said.

The comments yesterday from New Jerseyans and others were uniformly warm and laudatory. In truth, HOWARD was not liked by all on Capitol Hill. But he was respected.

Because of his powerful position as chairman of the Public Works Committee, he was a rare breed of politician. He routinely backed up his words with actions. Many road projects, such as Interstate 195 linking Trenton and the Shore, owe their very existence to Howard.

He also wasn't afraid to twist arms and flaunt his considerable power, though he managed to keep partisan bickering on the Public Works Committee to a minimum.

Republican colleagues on the panel praised his work for New Jersey and the nation.

"He was a good and decent man and a builder of a better America," said Representative Bud Shuster, R-Pa., a fellow member on the committee. "His legacy is the legacy of clean streams and safer highways, modern airports and public transit systems serving millions of Americans every day of their lives."

Norman Mineta, D-Calif., credited HOWARD with looking beyond New Jersey to the nation's transportation needs.

"JIM couldn't bear the thought of losing so many teenagers in drunken driving accidents, so he labored long and hard to raise the drinking age to 21," Mineta said. "JIM couldn't sit by idly while more than 50,000 Americans died each year in highway accidents, so he fought to maintain the 55-mph speed limit."

So many of HOWARD's contributions were in the area of transportation; leaders of the field yesterday remembered him as fair, effective leader.

"He truly helped shape the modern highway program," said Daniel J. Hanson, American Road and Transportation Builders Association. "Representative HOWARD's hallmark was his ability to build bipartisan coalitions and work well with members of Congress and the transportation industry."

Friends Recall Gutsy Nature of Dedicated Man

(By Coleen Dee Berry)

Mostly, they remember his dedication.

Representative James J. Howard was described as a congressional giant, a gutsy football player, a worthy adversary and a hardworking, dedicated public servant by state leaders yesterday.

Those friends and adversaries agreed that Howard's passing from a heart attack suffered on Thursday marks the end of a political era.

"He was as hardworking and efficient public servant as I have ever known—he should serve as a model to the rest of us," said Assemblyman John Paul Doyle, D-Ocean. "He had real political courage."

Doyle, like many other of Howard's compatriots, pointed to his surprise victory in 1964 as the touchstone for the 3rd District Democrat's political career.

"I remember when I first met him at the Brick township Democratic headquarters in 1964. He was tackling an uphill battle that no one thought he would win, but he was optimistic and giving them hell," Doyle said. "When he won, they all thought he was a one term wonder, getting in with the (President) Johnson landslide. Every election he proved them wrong."

"No one thought that this district could support a Democratic congressman, but he kept winning all the time," said state Senator Richard Van Wagner, D-Monmouth. "But it was always against the tide. He was always running against the tide."

Howard's electability stumped the opposition in a district that traditionally favors the GOP.

William F. Dowd, Monmouth County Republican chairman, noted that he had spent "the better part of the last two decades' in a futile attempt to unseat Howard, including two races in which he was the unsuccessful GOP candidate.

"The people of the 3rd Congressional District have lost a hardworking and loyal champion," Doyle said.

Joseph Azzolina, a former state senator and assemblyman who is running in the GOP primary for Howard's district, said he was saddened by the congressman's death and had been "looking forward to a spirited campaign.

"Jim was a devoted public servant and a man who loved the challenge of serving in Congress," he added.

Governor Kean, who has the responsibility of setting a date for a special election to fill Howard's seat, praised him as a congressman who "served with dedication and always placed New Jersey's interests first. He will be missed very deeply by all who knew and worked with him."

Howard's interest in the environment bolstered his district counterparts.

"I think he's the greatest congressman that the Shore area has ever seen," said state Senator Frank Pallone Jr., D-Monmouth. "He's been a longtime champion of the environment."

Assemblyman Anthony M. Villane Jr., R-Monmouth, echoed that sentiment.

"I'll miss him," said the assemblyman, who specializes in environmental issues. "I used to refer federal problems to him and he'd refer state problems to me. He was a fountain of knowledge."

"He was a staunch supporter of the environment," Villane continued. "In addition to the loss to his family, he was the chairman of one of the most important committees in Congress. This is a big, big loss to New Jersey."

Howard's commitment to the environment was matched by his embrace of liberal causes.

"He was one of the last remaining true Democrats," said Daniel F. Newman, Brick Township mayor and former Democratic assemblyman. "One thing I always respected about him was he never hid the fact that he had a soft spot in his heart for the liberal views of the Democratic Party."

Senate President John Russo, D-Ocean, likened HOWARD's public career to his early years playing semiprofessional football with the congressman for the Asbury Park Yellowjackets. HOWARD also coached the semiprofessional Jersey Sharks football team.

"They say you can tell a person's character by the way they play sports. Well, JIM was the most gutsy, underweight football player I ever knew," he added. "And he brought that same tenaciousness he displayed on the playing field with him when he went to Congress."

Once in the House of Representatives, HOWARD became a "giant," according to Monmouth County Democratic Chairman John R. Fiorino.

"He reportedly was the fifth most powerful man in the (entire) Congress," said Fiorino, who received the news of HOWARD's death while he was vacationing in Florida. "JIM worked at it and I know that the people in our county are going to miss him very much."

Fiorino, who was noticeably shaken by the news, recalled that he had just been out to dinner with HOWARD about a month ago, along with two mutual friends.

"He (HOWARD) was telling us how the men in his family don't live to a ripe old age," Fiorino said. "I think he said 62 or 63 was the oldest that any male in his family lived."

As another campaign season approaches, those in the 3rd District say it will be strange that for the first time since 1964, JIM HOWARD's name will not be on the ticket.

"You develop a real brotherhood of politics when you campaign, and you see each other on the road and you sit at so many head tables, and you wonder if you're doing to get to finish the soup before you have to run on to the next event," Van Wagner said. "You get used to seeing and being with those people year after year—I'm going to miss him."

VALUE OF HERITAGE, FAMILY REMEMBERED

He was a friend, confidante and worthy adversary.

Those who knew him said they will miss Representative JAMES J. HOWARD, the man who valued his family, golf game, Irish heritage and work.

Howard died yesterday at the age of 60 with his wife and three daughters at his side. A day earlier he suffered a severe heart attack on a suburban Maryland golf course.

HOWARD's "last memory was that he was wearing Irish green and hit a great shot . . ." said his daughter, Marie.

Lawmakers and friends in Congress, New Jersey and elsewhere in the nation, meanwhile, expressed a sense of loss.

Senator Edward M. Kennedy, D-Mass., called HOWARD "a masterful legislator who richly earned and richly deserved his title of 'Mr. Public Works.' It was a privilege to work with him."

Representative Robert Roe, D-N.J., a longtime associate and senior member of HOWARD's committee, said: "Both New Jersey and the nation are better for JIM HOWARD having served in the U.S. House of Representatives."

"New Jersey has lost one of its most forceful advocates and I have lost a friend whom I deeply respected. He was my political partner since I first began in politics," said Senator Bill Bradley, D-N.J.

Representative Dean Gallo, R-N.J., also on the Public Works panel, said, "I developed a close personal relationship with JIM that has been cut short suddenly and far too soon."

Former state Assemblyman Joseph Azzolina, R-Monmouth, who is considered the leading candidate in the race for the Republican nomination in the 3rd District, expressed his sadness at the news of HOWARD's death. "I considered him a friend," Azzolina said in a statement.

Governor Kean called HOWARD's passing "a personal loss to me as well as to the people he served so ably in the U.S. Congress."

New York City Mayor Edward I. Koch, who served in Congress from 1968 to 1977 and made frequent campaign appearances in HOWARD's district with him, called him "a very gifted legislator who left his mark as the architect of the trade-in of highway funds for mass transit."

He said HOWARD also helped programs to fund water treatment centers, highways and bridges. "At the same time, he was a firm environmentalist," the mayor said.

HOWARD's fellow Democratic Representative William Hughes of Ocean City, N.J., called HOWARD "one of the workhorses of the delegation."

"This really takes me back. I don't remember many things hitting me as hard as losing JIM HOWARD," Hughes said.

CONGRESSMAN HOWARD LOVED ATHLETICS, HAD GREAT RESPECT

(By M. Grosvenor Potter)

Wall Township.—Colleagues from the Wall Township school system yesterday recalled a man who served as both an energetic teacher with a love of athletics and a principal who treated administrators and teachers with equal respect.

Representative JAMES J. HOWARD taught for five years and served as a principal for seven in the Wall Township school system. At 25, he began teaching a sixth-grade class. He was assigned to a class of the 30 top pupils at the West Belmar School and then at the Central School.

"That is an indication that he was a quality teacher," said Harry W. Baldwin, Old Mill School principal.

Howard became the principal of the West Belmar School in 1957 at the age of 30.

"From what I can remember, it didn't matter if you were a teacher or an administrator, he respected you," said Robert A. Leete, supervisor of health and physical education for grades 6 through 12 in Wall Township.

A star athlete while at Asbury Park High School, HOWARD earned five letters—two in football, two in track and one in basketball—during his sophomore and junior years. He left high school before his senior year in 1944 to join the Navy.

He remained active in sports while in education, playing on volleyball and basketball teams with administrators and teachers, Leete said. He also emphasized physical education for the pupils in his school.

Baldwin recalls that despite his slight build, HOWARD was a formidable athletic competitor principally because of his drive.

While a teacher, HOWARD coached the semiprofessional Jersey Sharks football team that played before scant crowds at Wall Stadium. He also played for the Asbury Park Yellowjackets, another semipro football team, when he returned from the Navy.

As a boy, HOWARD associated with an athletic group of boys in Belmar, and went by the nickname "Knobsy," Baldwin said.

In addition to being interested in athletics, HOWARD was fascinated with politics, recalled Francis W. Groff, West Belmar School principal.

"I picture him buried behind a newspaper in the faculty room with a trickle of smoke coming out above," Groff said.

Howard had a tremendous memory for sports and political information, many of his former colleagues said.

Baldwin said he was not tremendously surprised when HOWARD decided to make a run for Congress.

"He had studied (Republican) Congressman (James C.) Auchincloss, and thought he could beat him," Baldwin said.

"We were all of the opinion there were too many lawyers in Congress, and thought it needed more rational people," Baldwin said. "The fact that (Howard) became one of the most popular and effective congressmen in Washington is proof of that reasoning."

John A. "Jack" Duffy, a former Hurley Pond School principal and township special education coordinator, served as HOWARD's district supervisor for more than 21 years. He recalled the campaigning HOWARD did out of a milk wagon to win his first election.

"The wagon had JIM's name on it. We went all over Monmouth and Ocean County in it," Duffy said.

Most of the campaigning was done in the late afternoon and evenings, after the school day, he said.

TEACHER PARLAYS CHANCE ELECTION TO 24-YEAR TERM

(By Jay Johnston)

Representative JAMES J. HOWARD, one of the most unlikely power broker in Congress, parlayed a chance election win 24 years ago to the chairmanship of one of the House of Representative's most influential committees.

HOWARD, who died yesterday at Washington Hospital Center, won election in his first try at public office following the retirement of 11-term Republican Representative James C. Auchincloss. HOWARD rode a Democratic wave in 1964, defeating the late Marcus P. Daly.

In the glow of that victory, HOWARD said: "I wanted to be a congressman . . . and if I couldn't be that, I only wanted to be what I am, a teacher.

"I feel that next to the ministry, there is no higher calling than helping make the laws of this nation."

Howard, 60, collapsed at the first tee of the Brooke Manor Country Club in Rockville, Md., about 10 a.m. Thursday. He was revived several hours later at a nearby hospital, and then flown to a cardiac unit at the Washington Hospital Center, where he remained until his death at 1:46 p.m.

The 12-team congressmen died with his wife of 37 years, Marlene, and three daughters, Marie, Lenore Buchanan, Boulder, Colo., and Kathy Tjunin, Howell Township, with him. He also is survived by a brother, George P., the assistant director of the state Division of Fish, Game and Wildlife. Another brother, Robert, died last year.

Howard, a former teacher in the Wall Township school district, rode President Johnson's coattails to his surprising win in New Jersey's 3rd District that first time out. In succeeding elections, he proved to be an electoral marvel: a

true blue liberal who proved a winner in a conservative, predominantly Republican district.

Although he never held office before. HOWARD began lobbying state leaders shortly after his election for a choice committee assignment. He got it, and proved a quick study of the old-fashioned back-slapping and armtwisting style of Washington politics.

By 1980, HOWARD had worked his way up to the chairmanship of the House Public Works and Transportation Committee—a pipeline through which billions of dollars in federal road and public works projects must pass.

Never a flashy speaker or charismatic presence, he instead earned a reputation as a master of the art of wheedling and cajoling on the House floor. Those who worked with him described him as a man who ignored party lines when considering the massive spending bills that passed through his committee, but who wielded his clout like a club when crossed.

His position as head of the public works committee made the self effacing former schoolteacher and admitted sports nut who played the game of politics as if he'd been born to it an unlikely power broker.

He earned a reputation as one of Congress's most canny strategists, recently shepherding through two massive spending packages over President Reagan's vetoes. Votes to override a veto of the bills, a $69 billion highway package and a $20 million clean water initiative, sailed through Congress on the heels of the Iran-Contra scandal.

The successes did not come without a cost. HOWARD had to yield to states' desires to do away with the 55-mph speed limit he sponsored in 1973 to get the highway bill through. For the water bill, he had to swallow provisions calling for local government to pay for a greater share of the projects.

But the success of this initiatives were a case study of politics according to JIM HOWARD.

He pushed hard for the measures during the waning days of the 99th Congress, came up against stone walls and a presidential veto, but pressed on again in early 1987. This time, with a president wounded by the revelations of the arms deal scandal, he succeeded.

Howard was born in Irvington; his family moved to Belmar when he was 9 years old. He attended St. Rose Grammar School, and then transferred to Asbury Park High School. During his sophomore and junior years, HOWARD earned five athletic letters, two in football, two in track and one in basketball.

He left school to join the Navy in 1944, when he was a junior. He served in the South Pacific and returned in 1947 to finish high school. He also played semiprofessional football and later coached the Jersey Sharks, another semipro football team from Wall Township.

In 1952, HOWARD graduated from St. Bonaventure University in Olean, N.Y. Six years later, he received a master degree in education from Rutgers University. He took a job with the Wall Township school district and, he recalled in an interview, didn't give a thought to politics until he saw John F. Kennedy deliver a speech to the Democratic National Convention in 1956.

Four years later, when Kennedy was elected president, HOWARD committed himself to politics and the pursuit of the Kennedy ideal.

In 1966, and every two years after, HOWARD proved that first election was no fluke. Nervous even after 10 successful reelection tries. HOWARD survived the Reagan landslide in 1984 and won again in 1986. He had said he planned to run again this year.

He has been praised as a tireless worker for New Jersey, and maligned as a shameful wielder of "pork barrel" politics—the you-scratch-my-back-and-I'll-scratch-yours philosophy that oils the Congressional appropriations process.

"Pork barrel" is just what they call a project in someone else's district," he said in a 1984 interview with The Asbury Park Press. "Pork barrel" spelled backward is "infrastructure" . . . I don't know when I ever supported a bad project."

One project that HOWARD did label "bad" was Westway, New York City's ill-fated plan to build a major highway on a landfill bordering the Hudson River. The proposed $2 billion road, which New York officials hoped to build with money from the federal Highway Trust Fund, was railed at by environmentalists and civic leaders on Manhattan's west side.

HOWARD, noting New York was entitled to money from the trust fund and that the city and state could build Westway if they saw fit, sponsored legislation that would have effectively precluded the state from using the money for Westway. New York officials shelved the proposal three years ago.

He also sandbagged a plan by Massachusetts lawmakers to dump that state's sewage sludge off the New Jersey coast. As Massachusetts officials pushed for a federal permit to dump at the 12-mile sludge site, HOWARD shelved an appropriation for a Boston Harbor Tunnel. The New England officials soon found an alternative to using the dump site.

As intransigent as HOWARD could be on a project he didn't like, he could be equally tenacious in a fight for a project he did like.

As one of the last of the New Deal-inspired Democrats, he sponsored legislation that established a national speed limit of 55 mph. He also sponsored a bill that led states to raise their drinking age to 21 in order to maintain their federal highway funding.

His hallmarks, in Congress were the massive highway and public works bills he drove through to enactment, fiscal dinosaurs in an age of budget deficits. But he also sponsored legislation creating the Congressional Awards program, which recognizes the achievements of young people between the ages of 14 and 23—another durable legacy from his tenure.

"Our country has always had ways of awarding adults for bravery and public service," HOWARD said just before the first awards were announced in 1983. "Unfortunately, our youth were never given much credit for their unselfish acts or contributions to society."

A funeral Mass for the congressman will be celebrated at 10 a.m. Tuesday at St. Catharine's Roman Catholic Church, Second and Salem Avenues, Spring Lake.

The wake will be held from 7 to 9 p.m. Sunday and from 2 to 4 and 7 to 9 p.m. Monday at the Meehan Funeral Home, 555 Warren Ave., Spring Lake Heights.

In lieu of flowers, contributions may be sent to the JIM HOWARD Scholarship Fund, 500 Route 34, Matawan 07747.

[From the Sunday Register, March 27, 1988]

JAMES HOWARD IN MEMORIAM

Abruptly, prematurely, New Jersey's 3rd Congressional District has lost one of its most colorful, energetic and dedicated leaders. With the untimely, tragic death of Representative JAMES J. HOWARD emerges a mighty void, and a painful emptiness for his family and constituents.

HOWARD's demise also brings to an end a powerful dynasty. With him goes a political tradition.

The 60-year old congressman suffered a severe heart attack Thursday on a Maryland golf course. He died a day later.

Fittingly perhaps, at the time of his collapse, HOWARD was enjoying one of his lifetime passions, golf.

"His last memory was that he was wearing Irish green and hit a great shot that landed him on the green in two," said his daughter, Marie Howard.

It was another indulgence, cigarettes, that certainly contributed to HOWARD's death. He had suffered two previous heart attacks and recovered remarkably from both. But he continued smoking. Though he quit for eight months, he resumed his lifelong habit last year, attributing the urge to the pressures of his job.

Even as an educator, HOWARD's rise to leadership was quick. After five years of teaching, he became principal of the West Balmar School in 1957 at the age of 30. he was an avid athlete, having played high school and semipro football in his youth. Later, he turned his love of athletics to coaching.

The night before his heart attack, he coached a House basketball team in a benefit game.

On the Hill, JIM HOWARD was known as a scrappy, hard-bargaining Irishman. Elected to the House with Lyndon Johnson's big presidential win in 1964, HOWARD scaled the ranks to become chairman of the House Public Works and Transportation Committee in 1981. Among his most recent legislative triumphs, HOWARD carried the Clean Water Act of 1987 to passage, defying President Reagan's veto with a House overriding vote.

His record on transportation and the environment, including rail electrification for the North Jersey Coast Line, shore protection and anti-pollution initiatives, have benefited the Jersey Shore. His advocacy has built momentum for shore projects that will continue even after his death.

Among the most powerful players on the Hill, HOWARD was chided by Washington pundits for engaging in pork barrel politics. Despite the criticism, he handily defeated almost all his Republican challengers, only once merely edging out an opponent in a Reagan landslide win.

HOWARD was the second most senior member of the New Jersey delegation after Representative Peter Rodino, the chairman of the House Judiciary Committee who will step down after 40 years. With HOWARD's death, the New Jersey delegation loses another important chairmanship. Only Representative Robert Roe now remains at the head of a House committee.

After 25 years, it's hard to imagine anyone filing JIM HOWARD's shoes, but already, those who will try are quietly plotting strategy. The HOWARD dynasty has kept the political scene here in a sort of holding pattern for decades. His death will challenge entirely the face of 3rd District politics.

JIM HOWARD felt distinguished to serve in the 100th Congress, and during his two-and-a-half decades in office, he cherished his slice of the Jersey Shore as much as he cherished his family, friends and Irish heritage. We extend our sympathies to HOWARD's wife, Marlene, his daughters Marie, Lenore Buchanan and Kathy Tijunin and all his friends.

[From the Asbury Park Press, March 30, 1988]

Howard Honored in Death—Congressman Left Mark Across U.S.

(By Larry McDonnell)

Spring Lake.—Representative James J. Howard, D-N.J., remembered as an energetic and skillful public servant who left his "fingerprints everywhere on the American landscape," was buried yesterday by family, friends and more than 100 fellow congressmen.

"Jim Howard worked hard and played hard, and he lived, loved and laughed full tilt," House Speaker Jim Wright, D-Texas, told an overflow crowd inside the ornate St. Catharine's Church. "If, in the end, he burned himself out, his candle burned brightly for 60 years and others came and lighted their candles from him.

The service for the 23-year veteran of Congress, who died Friday, drew hundreds of mourners, including a plane-load of representatives and aides from Washington.

Hundreds more, friends and politicians from Howard's Jersey Shore district, stood outside beneath the bright sunshine, listening to eulogies by Wright and Representative Morris Udall, D-Ariz., played over loudspeakers.

"From my observation post," Udall said, "I can report Jim was one of the best, most productive and loved congressmen in the House of Representatives."

Howard's wife, Marlene, and three grown daughters, Marie, Kathy and Lenore, gathered later with relatives and close friends at St. Catharine's Cemetery in Wall Township for a graveside service.

The popular legislator died the day after suffering a massive heart attack while golfing in suburban Maryland. His death spurred a tremendous display of respect and gratitude from across the state and from Congress, with the House and Senate voting on Monday to name Interstate 195, the highway project Howard had championed, the "James J. Howard Memorial Highway."

Monsignor John E. Grimes officiated at yesterday's Roman Catholic service from a white marble altar set beneath a high, domed ceiling, elaborately painted with biblical scenes and framed with gilded moldings.

Grimes recalled Howard's "perpetual smile and good will."

"I have never heard anyone speak unkindly of him," Grimes said. "He has made an everlasting impression on all of us. He was one of a kind,"

As Grimes spoke, Howard's daughters wept quietly. Several of Howard's aides cried openly and embraced each other for support.

Local singer Joe Finn then sang, "I am the Bread of Life," while five priests spread throughout the church offered Holy Communion. The crowd of 400 knelt for prayer.

Wright, a close friend of Howard's addressed the crowd with a wide smile, and began with the sing-song cadence of a preacher. "Life is a gift . . . Jim Howard lived in a robust fashion with a zest of one who exults in God's gift."

Wright said the public works projects Howard shepherded through Congress through the years improved highway safety and provided jobs from "the Appalachians to the Mexican border."

"His fingerprints are everywhere on the American landscape," Wright said.

He added, smiling, that it was somehow fitting Howard's "last earthly view should be of a long stretch of nature's green, on a warm spring day.

"The things Jim Howard loved most were New Jersey, Ireland and golf," Wright said.

His voice cracked and softened as he concluded. "Those of us who are his friends will remember him fondly . . . . We can all take inspiration from his example."

Udall spoke of an image of HOWARD shared by many in Congress. He was tough and persistent, at his best when making deals on the House floor.

I never saw anyone with a more infectious manner come to the House floor," Udall said. "He was everywhere at once."

When he thought of HOWARD, Udall said, he thought of a sign Harry Truman kept on his desk that read: "Do what is right You will please some people and astonish all the rest."

"And this was JIM HOWARD," Udall said.

The congressman then looked over at Mrs. Howard and urged mourners not to forget the Howard family.

"Don't wait a year. This spring, this summer, this fall, let Marlene and the family know we still remember JIM."

A well-known wit in the Capitol, Udall spread smiles throughout the group with his closing remarks. He theorized that HOWARD was now in his final resting place "getting up a (golf) game for Wednesday morning."

It also was likely, Udall said, that the politician who developed considerable power over the nation's transportation legislation was now "trying to get assigned to the committee on celestial potholes."

The tone turned somber again when local entertainer Bobby Byrne sang the Irish ballad "Danny Boy" as HOWARD's casket was led from the church. Several members of the New Jersey congressional delegation, sitting together at the front of the church, wiped tears from their eyes.

The House members and staff went directly to a waiting jet at McGuire Air Force base. Local mourners formed a long procession of cars that took a circuitous route to the cemetery, passing by the shoreline HOWARD loved so much.

Howard was buried with the full honors accorded a sitting member of Congress. A three-gun salute pierced the silence and a lone bugler played taps. An honor guard carefully folded the American flag that draped the casket and presented it to Mrs. Howard.

To close the ceremony, two of HOWARD's daughters, Marie and Lenore, read briefly from their father's favorite Irish poem and blessing.

From the church to the grave site, the service was marked with the dignity and decorum reserved for such a powerful and popular lawmaker. It was an unofficial tribute, however, that stood out at day's end.

As the procession wound its way from Belmar to Spring Lake, it passed by St. Catharine's elementary school. There, lining both sides of the street, were young pupils and their teachers, hands over their hearts, honoring their congressman.

HOWARD A FRIEND TO MANY—PEOPLE GATHER FOR FINAL RITES

(By Steve Giegerich)

They were there before the dogs arrived to sniff the church out for bombs. Doris and Walter More had never met Representative JAMES J. HOWARD. As a matter of fact, when it comes to ideology, the Mores lean more toward the Republicans than the Democrats. Except when it came to Howard.

"Voted for him every time, since his first election," More said.

As it turned out, even getting there two hours early didn't help the Mores, of Avon, secure a seat for the HOWARD funeral at St. Catharine's Roman Catholic Church. When the German shepherds entered the church, the Mores and other early arrivals were whisked out. Most, because they weren't dignitaries or friends or relatives of the congressman, never gained access again. That didn't seem to bother mourners outside the church, whose numbers swelled to 500 as they listened to the service over a speaker system.

"We just wanted to show our respect by being here," Mrs. More said.

Young and old, black and white—these were, simply, the people who sent HOWARD to Congress in 1964 and returned him to Washington every two years thereafter.

They were folks like George Noorigian of Wall Township who, two years ago at a Memorial Day parade in Spring Lake, collared the congressman and had him pose with his wife, Elizabeth, for a Polaroid instant picture.

"It's a real keepsake for me," Mrs. Noorigian said.

"He'd stop and talk to you; a lot of people in his position wouldn't do that," her husband added.

Once, when the Noorigians' son encountered a minor problem while serving in the military, Noorigian was moved to write his congressman about it. Within days a commanding officer contacted the constituent to find a solution to the situation.

What Noorigian thinks he liked best about HOWARD, though, was that "he wasn't a lawyer, everybody in Congress is a lawyer." Of that, the Noorigians have firsthand knowledge: HOWARD once taught their daughter in the Wall Township school system.

"She loved him, he was a great teacher," Noorigian said.

In Congress, HOWARD didn't forget the role education plays in this country. He established the "Congressional Award" to recognize community service as well as scholastic and athletic excellence, among high school students.

Yesterday, several clean-cut recipients of that award, their medals dangling around their necks from red, white and blue ribbons, served as ushers at the congressman's funeral.

"I thought he was going to be some big politician," Geoff Brignola of Oceanport, a senior at Shore Regional High School, recalled of his award ceremony two years ago. "But he wasn't at all. He was friendly; it seemed like you could talk to him about anything. He was just a regular person, a regular citizen."

Those who did know HOWARD didn't mind sharing their memories.

Grace Rondeau, director of Big Brothers and Big Sisters of Monmouth County, was acquainted with HOWARD through his wife Marlene's association with the Big Brothers organization. For those who didn't know Howard, Mrs. Rondeau was willing to share anecdotes of his life. Including some of the famous HOWARD golf stories.

Such as? Such as the time Howard, hospitalized for exhaustion, managed to escape his room via wheelchair, get on an elevator and ride down several stories, where he disembarked and wheeled himself onto a neighboring golf course to watch the action. Or another instance when HOWARD sliced his hand while slicing some bread and instructed the doctors to stitch in such a manner that his golf grip wouldn't be compromised. The doctor complied.

Celebrity watching was minimal, although inevitable. A Panamanian who resides in Deal presented a letter to Senator Bill Bradley asking that the U.S. Senate try to intervene in the situation there.

Some people kept track of who arrived and when.

"Anybody who is anybody is here," one observer remarked. "And anybody that doesn't get inside will be a nobody tomorrow."

Mostly, though, they came to reminisce about James Howard.

The mood outside was not funeral, but upbeat. When House Speaker Jim Wright announced that Interstate 195 would be named the James J. Howard Highway, a cheer arose from the throng. In small groups, they discussed the various bureaucratic problems Howard had managed to rectify over the years, his impact on Shore politics and what many considered a lack of worthy successors waiting in the wings.

Only when the strains of "Danny Boy" drifted across the churchyard, did members of the audience begin to dab at a few tears.

Then, under a cloudless sky with the half staff U.S. flag outside St. Catharine's blowing briskly in the wind, the color guard emerged with the flag-draped casket.

The crowd stilled as the police honor guard, representing departments from along the Shore, snapped to attention and saluted. And the people who elected James Howard took their hats off and placed them over their hearts.

[From the Asbury Park (NJ) Press, March 30, 1988]

Farewell to a Congressman: No One Could Replace Howard, Officials Say

(By Karen De Masters)

Within a few months, New Jersey will select a new 3rd District congressional representative.

But that person will never replace Jim Howard.

"I don't think Jim Howard's constituents ever really realized what kind of a tremendous difference he made as a public servant," said state Transportation Commissioner Hazel F. Gluck.

"For those of us in the public sector, that's the measure of our success," she added. "New Jersey looked to him to fight the battles for us."

"The Jersey Shore has lost a son," Senator Bill Bradley, D-N.J., one of the officials who served as a pall bearer, said after the ceremony. "We're going to miss him."

Public officials attending the funeral yesterday of 12-term Congressman James J. Howard at St. Catharine's Church praised both the public and the private man.

Governor Kean, Ms. Gluck and other state representatives had breakfast with the New Jersey congressional delegation last week and the governor stressed New Jersey's transportation needs to Howard, who served as the chairman of the powerful Public Works and Transportation Committee.

Ironically, Howard and Ms. Gluck made a date to play golf, she said.

Howard died Friday, at age 60 after suffering a heart attack the previous day on the first tee of a Maryland golf course. Golf was described as the one means the congressman had of relaxing amid his hectic schedule.

The 24-year Democratic veteran of Congress served his constituents, but also made life easier for local elected officials.

"After all the elections he won and the years he served, he had built up a highly respected position for himself," said Monmouth County Freeholder Theodore J. Narozanick.

"Many times those of us from Monmouth County had to call upon him for help and he was always very pleasant and helpful," the former county administrator said.

The influence of the former Wall Township school principal did not stop at the boundaries of his 3rd Congressional District.

Princeton Mayor Barbara Boggs Sigmund described him as "extremely available to local elected officials such as mayors and freeholders, as well as to national and state people."

"I've been in this business a long time, and I would say he was rated at the top of the list as far as accessibility is concerned and that's going to be hard to replace," she said.

"He combined that accessibility with an ability to deliver in such areas as roads and sewerage treatment plants—all the things that make municipal and county life viable.

"He's going to be a tough guy to replace for those of us in local elected life as well as those he represented directly," she said.

Ms. Sigmund echoed the thoughts expressed by many of those attending the funeral mass.

Many officials—and there were scores from all levels of government—noted HOWARD's contribution to public works projects and described the powerful legislator as irreplaceable on both professional and personal levels.

Those who came to pay their respects, including many who came by bus from Washington, were divided into those who could fit inside the church and the overflow crowd that listened to the services on speakers outside in the chilly sunshine.

Among them were Representative Joseph P. Kennedy Jr., D-Mass., who described HOWARD as essential in getting "decent roads and sewerage systems—the fundamentals that are necessary to get by in life. That's what JIM HOWARD made his career of.

"His death is a real set back to the working people of our country," the young congressman added.

Howard was not afraid to take on the tough issues, according to those who worked with him.

"He was the kind of guy who would take on the president," said Representative Morris K. Udall, D-Ariz.

Howard successfully gathered the votes necessary last year to override President Reagan's veto of an omnibus clean water bill and a highway trust fund plan.

New Jersey's loss of HOWARD as a representative in Congress is compounded by the recent announcement by Representative Peter W. Rodino Jr., a 40-year veteran of the House of Representatives who decided not to run for re-election this year.

"New Jersey has less clout in Washington now," said Representative Jim Courter, R-NJ. "And that's unfortunate.

"We have a good delegation, but these are two experienced people with great seniority and great influence" the Republican congressman said. "Their loss will be felt dramatically in New Jersey and in Washington."

"You could feel the surge of warmth here," Representative James J. Florio, D-NJ., commented after the mass. "He had so many friends among the everyday people of New Jersey.

"Unfortunately, we sometimes don't appreciate people until they are gone," Monmouth County Freeholder Thomas Powers said. "But we'll always remember JIM. His tragic death is not only a loss for Monmouth county, but for the whole state."

"And for the entire nation," concluded Ms. Gluck.

[From the Star Ledger, March 30, 1988]

EULOGY OF JAMES J. HOWARD

(By Sue Epstein)

With more than 300 dignitaries and friends listening inside St. Catharine's Church in Spring Lake and about 400 of his constituents listening outside, Representative JAMES J. HOWARD was eulogized yesterday as a man "who did nothing halfway."

"If, in the end, he burned himself out, his candle burned brightly for 60 years," said Representative Jim Wright speaker of the House of Representatives. "JIM HOWARD worked hard, played hard and he lived, loved and laughed full tilt."

Wright was one of more than 150 members of Congress, including all of New Jersey's delegation, who flew in for the full military funeral of the congressman who represented much of the Jersey Shore for 23 years and served in recent years as the powerful chairman of the House Public Works and Transportation Committee.

Howard, 60, suffered a massive heart attack Thursday while playing golf in Maryland. He died Friday afternoon.

Senator Edward Kennedy a longtime friend, had planned to attend but back problems prevented him from coming. His nephew, Representative Joseph Kennedy did attend.

Transportation Secretary James Burnley 4th represented the Reagan administration and New Jersey Senate President John Russo represented Governor Thomas Kean, who was out of state. Russo, as acting governor, ordered flags throughout the state flown at half staff.

Senator Frank Lautenberg, state Transportation Commissioner Hazel Gluck, former Governor Brendan Byrne, princeton Mayor Barbara Boggs Sigmund and a host of other state, county and local elected officials also came to pay their last respects.

An honor guard made up of members of all branches of the armed services carried the flag-draped coffin into the church, which the Howard family attended regularly when home in Spring Lake.

HOWARD's wife, Marlene, grandsons, Brian and Jamie, and daughters, Marie, Lenore and Kathleen, followed the Honorary pallbearers who included Senator Bill Bradley; Representative Robert Roe; Representative John P. Hammerschmidt, the ranking minority member on HOWARD's committee; Richard T. O'Connor, former Monmouth County counsel and HOWARD's campaign manager, and the two Democratic Monmouth County freeholders, John D'Amico and John Villapiano.

Wright, one of two to deliver eulogies, said HOWARD loved three things best, "New Jersey, Ireland and golf.

"How appropriate that his last earthly view was of a long ribbon of green on a warm spring day," he concluded, his voice breaking.

The second eulogy was delivered by Representative Morris Udall, a close friend of Howard, who was Udall's New Jersey campaign manager during his 1976 presidential bid.

"JIM was one of the best and most productive members of Congress and one of the most loved," Udall said. "We mourn the death of this good man because something special has been taken from all of us."

Udall told the audience he last spoke with HOWARD about two weeks ago and "we talked about the flood of 1983 which opened up so many potholes all over, particularly in New Jersey."

He said HOWARD's reaction to the potholes was to "immediately get legislation passed" to repave the roads.

"I wouldn't be surprised wherever JIM is right now that he's trying to get up a golf game for Wednesday at 9 a.m. or sign up for a subcommittee on celestial potholes," Udall concluded.

The Mass was celebrated by Msgr. John Grimes, who said he knew HOWARD for more than 20 years as a parishioner of St. Catharine's Church.

"He gave his all, day and night," Grimes said of Howard. "He was a fighter. He was courageous. He often boasted he was the luckiest congressman in the nation because he represented the best constituents. They loved him and he loved them. He considered them family. He was one of a kind. JIM HOWARD will continue to be our representative in heaven."

Throughout the Mass, HOWARD's daughters cried quietly, particularly when the song "Danny Boy" was sung at the end. But their mother, Marlene, her face drawn, remained composed.

After the hour-long Mass, the funeral procession rode to St. Catharine's Cemetery in Wall Township for the burial ceremony.

The procession took a circuitous route that passed by St. Catharine's Elementary School in Spring Lake, where the children were lined up outside, hands over their hearts, as the coffin passed.

At the cemetery, the military honor guard brought the coffin up and, after the brief ceremony, taps were played and the honor guard fired a salute.

Daughter Marie Howard read an Irish poem that had been a favorite of the congressman, and daughter Lenore Buchanan read an Irish blessing.

The ceremony ended with the honor guard folding up the flag on the coffin and presenting it to Marlene Howard.

Howard was first elected to Congress in a Republican district during the landslide victory of Lyndon Johnson in 1964.

He won reelection every two years, many times by slim margins, but in his last victory, over former state Senator Brian Kennedy, he garnered 59 percent of the vote.

In his district, HOWARD was respected by members of both parties, and that bipartisan appeal was demonstrated at the funeral.

Not only were Democratic elected officials and John Fiorino, chairman of the Monmouth County Democratic organization, present, but William Dowd, chairman of the county Republican organization, and Republican Freeholders Thomas Powers and Theodore Narozanick also attended the Mass.

"You don't appreciate someone until they're gone," Powers said. "But JIM HOWARD will always be remembered by everyone. I can't think of one time when I called him, even on something small, that he wouldn't return my call and help me. He never disappointed me. He never disappointed his constituents. No one can replace him."

Narozanick agreed. "I considered him a friend, a fine man who put his district and his state first," he said. "He'll be sorely missed."

[From the East Coast Angler, March 31–April 6, 1988]

Saltwater Anglers Mourn Loss of a Friend

East Coast Angler is not politically oriented for any reason, even to the point of endorsing candidates and the like. But every once in awhile a political figure emerges that honestly, sincerely and truly has marine sport anglers at heart and works hard for their causes. One such person was U.S. Representative James J. Howard who represented the 3rd District of New Jersey. To Jim Howard, we offer this remembrance and posthumous endorsement.

Saltwater sportfishermen have lost a valuable and true ally. Congressman Jim Howard died suddenly last week in suburban Washington after having suffered a massive heart attack while playing golf. He was 60 years old, at the prime of his political life.

Just who was this man who was so strongly in favor of saltwater sportfishing and everything that made up that glorious picture? First and foremost, Congressman Howard was the strongest opponent of every effort to have a federal saltwater sportfishing license imposed. More than once he voiced his forceful objections to even the mere thoughts of such a travesty. He willingly fielded massive volumes of letters and petitions that opposed such legislation. He and his staff worked long and hard to keep any such efforts from coming to the floor of the Congress. Almost singlehandedly he blocked any move to create such a tax.

That was his most pronounced battle in behalf of saltwater sportfishing. Other efforts that enhanced the sport and aided it in one way or another included: his battle to keep New Jersey Coast Guard stations from being closed. Although a few were, he was in the process of having the Shark River station reopened. Jim led the ongoing effort to rebuild and retain the Sandy Hook Marine Laboratory of the National Marine Fisheries Service at Sandy Hook, following a disastrous fire almost three years ago.

He was a firm believer and hard worker in helping to cleanup the Atlantic Ocean off the Middle eastern seaboard and sponsored many pieces of legislation that would rid the ocean of debris, sludge and other pollutants. Many pieces of his legislation remains undecided upon.

He also helped to gain federal funding to aid beach erosion and channel dredging.

He was constantly at work assisting his constituents as well as others who took pride in and enjoyed the ocean and all it offers the sporting and recreational public, be they from New Jersey or visitors to the state. He always had an ear ready to listen to people with problems that involved the marine environment. He was a familiar figure at many fishing club meetings and outings. His staff worked in harmony to assist the public as they should under the unwritten rules of the game.

He played the political game expertly, he knew where to go for what, he knew Washington and how the big machine operates. He chaired the powerful Public Works and Transportation Committee and was the first New Jersey Congressman ever to head that committee. That particular committee has pronounced jurisdiction over many operations that affect our valued seashore.

Jim was a "people's man"; he served them proudly, honestly, intelligently. His death left many pieces of his legislation pending and many projects incomplete.

Representative Howard's valued aide, Jim McCann, said this week that the staff will continue to carry on in the Howard tradition and he feels assured

that the successor will continue the "Howard ways" and do everything the way the late Congressman would have wanted them done.

Jim Howard was a popular but not notorious member of Congress. Having served in the halls of Congress for 24 years, he had a strong following of fellow Democrats and lawmakers.

Not only did he leave behind a wife and three daughters, plus a full staff of trusted and dedicated staff people in his New Jersey district and Washington offices, he left behind a saddened saltwater fishing fraternity. We only hope his ideals, sense of commitment and dedication will be carried forth to a new lawmaker. Right now, we need just as trusted and dedicated an ally in those hallowed halls.

We will all miss you, Congressman Jim Howard. However, thank you for what you did for the saltwater angler and his environment. You were a true friend.

[From the New York Times, April 5, 1988]

Champion of Highway Safety Will Be Missed

To the Editor:

Last week in Boston I had the privilege of hearing Representative James J. Howard of New Jersey galvanize an audience with his dedication and humor. He spoke at a national conference on highway safety.

His untimely death (obituary, March 26) leaves those of us who work for highway safety—and the nation—bereft of an invaluable advocate. He spoke in Boston of the need to resume the national 55 miles an hour speed limit, of which he had been the architect.

Recently, some states have tried higher speed limits, and within months highway deaths have soared. High speeds—like drunken driving—cause the intractable head and spinal cord injuries that leave too many of our young people in wheelchairs or comas and send them to early graves.

My fond hope is that Representative Howard's life will inspire someone else to take up his mantle and resist efforts to undermine the 55-mile limit.—Florence Nass, Founder and Chapter Administrator, Mothers Against Drunk Driving, Teaneck, N.J.

[From the Asbury Park (NJ) Press, April 7, 1988]

Family and Staff Realized Jim Howard Was the Best

(By Nancy Fatemi)

Much is revealed about a man's character by the way he treats his family and his employees. Congressman James J. Howard scored very high by both measures.

We used to joke that once you started working for Jim Howard you never left. During his 23 years in office, he had only two administrative assistants and two personal press secretaries. This may be a record on Capitol Hill, where a staff error can mean the end of a member's career and strong personalities often conflict. Jim Howard kept us on our toes, but he never made unreasonable demands and he was always quick to forgive an honest mistake.

On occasion, over the years, he would be scheduled for a weekend event in New Jersey that was subsequently canceled. Unfortunately, the congressman and his wife Marlene didn't know of the change until they arrived at the door in evening dress. We'd hear about it for a few minutes on Monday when he returned to Washington and then it was quickly forgotten. And we never heard an unkind word from Mrs. Howard, whose public and private demeanor was always gracious.

During one congressional leaders trip to Israel in 1977, when President Anwar Sadat of Egypt made his historic appearance before the Knesset, the congressman called in a press release to me on the Washington office to be distributed to the House Press Gallery. The release had been drafted by the press aide to then-Majority Leader Jim Wright, who was also on the trip. It was complete with quotes and appropriate details, and I thought how nice it was to have all this work done for me. Minutes after I released it to the press gallery, however, I was mortified to learn that three other offices of congressmen on the trip had released the exact same statement with the precise quotes attributed to their bosses.

The mixup had become the story. I was certain it would mark the end of my brief term as press secretary, since it made us all look so foolish. But when he returned, he thought it was all very funny and enjoyed a few good laughs.

Not everyone was at ease with the congressman. I have many memories of representatives of both Democratic and Republican administrations waiting outside the office door, dreading another meeting with Jim Howard. He would usher them in and conduct an angry lecture about the latest administration proposal that would cut mass transit aid for commuters or derail a particular new Jersey project. After they left and a few seconds had passed, he would turn to the staff with a sly smile and say, "How did I do?"

During my first few campaigns with Jim Howard. I was always on edge. Each attack from our opponents I took personally. I dreaded handing the congressman the text of the latest opposition press release. He would shake his head and make a few angry comments (he never swore when women were in the room), complain abut the opponent's hypocrisy and suggest a response, which I anxiously jotted down and relayed to reporters.

Finally, on one such unpleasant occasion a few campaigns ago. I turned to him and said, "Isn't this terrible? How could you stand this year after year?" He looked up from the paper I had handed him and said. "I'm the luckiest person in the world. I wouldn't change this job for anything."

Jim Howard always loved a good legislative fight. As chairman of the House Public Works and Transportation Committee, he was not a detail man. He was a superb strategist. Staff meetings in the 11th hour of a floor fight were like the timeout in the final minutes of a basketball game. The staff, by this time exhausted and drained of all new ideas, would turn to the chairman. Our coach, who loved to compete with and outmaneuver his opponents, would pace back and forth, touching his forefinger to his lip in a familiar gesture of concentration and say. "OK. here's what we do." And he would outline a brilliant plan of action that more than likely would prevail on the floor.

The congressman was also a man of simple tastes. He would opt for a hamburger or a pizza over a fancy meal any day. Watching a ball game or "M*A*S*H" on television with his daughter was his most frequent mode of relaxation. Money meant nothing to him and he would often seem surprised when we brought him the change from an errand he had asked us to run.

Marlene Howard provided the foundation that enabled her husband to focus on his career. He took her advice very seriously. At campaign time, it was often Marlene who transformed everyone's grand ideas into a reasonable plan

with specific assignments and a timetable. She deserves credit for much of JIM HOWARD's success.

It was no small achievement for the Howards that in a city that is notoriously hazardous to family life, their marriage was as strong on the day of the congressman's death as it was on their wedding day 37 years ago. We always knew that when a political function conflicted with a grandson's birthday, the birthday party would prevail.

Much has been said about the congressman's tangible accomplishments—the passage of the clean water and highway bills over the president's veto, the mass transit and waterway improvements, the highway safety legislation that has save many lives. But I think those of us on the staff will remember him most as a compassionate man with incredible energy and enthusiasm for his job and a gentle, teasing sense of humor that made the HOWARD office a great place to work.

(Nancy Fatemi has been press secretary and legislative assistant to the late Representative JAMES J. HOWARD, D-NJ, since October 1975. She was reared in Avon.)

TUESDAY, *April 12, 1988.*

Mr. LAUTENBERG. Mr. President, I'd like to bring to the attention of my colleagues a column that appeared in this morning's Washington Post. That column, entitled "JAMES HOWARD and His Fights for Public Safety," is a fitting tribute to my late colleague from New Jersey, who championed highway safety causes in the Congress.

Since coming to the Senate, I had the honor of joining JIM HOWARD in some of those battles. We worked together in 1984 to secure passage of the National Uniform Minimum Drinking Age Act, which encouraged all our States to adopt a minimum drinking age of 21. That law has now been complied with by all 50 States, and is saving hundreds of young lives across the Nation.

JIM HOWARD also led the fight for a speed limit of 55 on our highways. Increases were allowed in the last year, against his strong protests. I joined him in opposing those increases. In his absence, I'll continue to try to bring sense to our national policy on speed limits.

Although his may not have been a household name, the fruits of his efforts are well known. Mr. President, when JIM HOWARD died, the Third District, the State of New Jersey, and indeed the Nation lost a valued leader. His leadership will be missed.

The column printed today pays tribute to JIM HOWARD's most important battles, those he fought to make our roads safer. I would like to note that the piece was written by repre-

sentatives of leading public interest groups, Joan Claybrook of Public Citizen, and Chuck Hurley of the National Safety Council. I ask that the text of the article be printed in the Record.

The article follows:

(The Washington Post article is printed on page 9.)

James J. Howard Veterans' Outpatient Clinic

Proceedings in the House

TUESDAY, *September 20, 1988.*

Mr. MONTGOMERY. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 4535) to designate the outpatient clinic of the Veterans' Administration to be located on New Jersey State Route 70 in Brick Township, NJ, as the "James J. Howard Veterans' Outpatient Clinic."

The Clerk read as follows:

H.R. 4535

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. DESIGNATION.

The outpatient clinic of the Veterans' Administration to be located on New Jersey State Route 70 in Brick Township, New Jersey, shall be known and designated as the "James J. Howard Veterans' Outpatient Clinic".

SEC. 2. LEGAL PREFERENCES.

Any reference in a law, map, regulation, document, record, or other paper of the United States to the outpatient clinic referred to in section 1 shall be deemed to be a reference to the "James J.. Howard Veterans' Outpatient Clinic".

The SPEAKER pro tempore. Pursuant to the rule, a second is not required on this motion.

The gentleman from Mississippi (Mr. Montgomery) will be recognized for 20 minutes and the gentleman from New York (Mr. Solomon) will be recognized for 20 minutes.

The Chair recognizes the gentleman from Mississippi (Mr. Montgomery).

Mr. MONTGOMERY. Mr. Speaker, H.R. 4535 would name the new Veterans' Administration Clinic in Brick Township, NJ, for our late colleague, the Honorable JAMES J. HOWARD, a man who cared deeply for veterans and for their families.

The bill is cosponsored by every Member of the New Jersey House delegation.

Mr. Speaker, since the ranking minority member of the Public Works Committee, my distinguished colleague, the gentleman from Arkansas (Mr. Hammerschmidt), worked closely for many years with Mr. HOWARD on that committee, I will withhold my remarks so that he can speak to the merits of the bill, and at a later time in this debate I will yield some time to the distinguished chairman of the Public Works Committee, the gentleman from California (Mr. Anderson).

Mr. SOLOMON. Mr. Speaker, I rise in support of H.R. 4535, to name the Veterans' Administration Outpatient Clinic in Brick Township, NJ, after former Congressman JAMES J. HOWARD.

Congressman JAMES HOWARD was a strong supporter of veterans. His voting record is proof of this commitment to veterans legislation and programs.

Of course he could easily identify with the problems and concerns of veterans having served with the U.S. Navy in the South Pacific during World War II.

Time and time again, JIM HOWARD reaffirmed his support for America's veterans.

His record on veterans legislation including his vote in favor of upgrading the VA to a cabinet level department just four months before his death, demonstrated his overriding concern and compassion for veterans.

Mr. Speaker, when I first came to Congress I served as a member of the Public Works and Transportation Committee and came to know, respect and admire JIM HOWARD.

As ranking member of the Veterans' Affairs Committee I am pleased that our committee has acted on this bill as a tribute to the memory of JIM HOWARD.

Mr. MOLINARI. Mr. Speaker, I thank the gentleman for yielding time to me.

Mr. Speaker, JIM HOWARD was well known to all of us. When I saw this bill coming on the calendar, I had a conversation with the gentleman from New York (Mr. Solomon), and I said,"When we consider all that JIM HOWARD has done and as a Member of Congress, why is it that we are naming a simple outpatient clinic for him? It seems to me that a man of his stature, we should be naming some of the largest buildings in his area in New Jersey after him."

The answer I received, I think, is significant. The gentleman from New York (Mr. Solomon) said that the reason is that JIM HOWARD felt very, very strongly about this veterans' outpatient clinic, and I think those of us who have those clinics know

what they do, particularly for the Vietnam veterans who have such a problem.

I say here, here to the efforts of our chairman, the gentleman from Mississippi (Mr. Montgomery) and the gentleman from New York (Mr. Solomon), so I second the efforts and praise them for what they are doing here for a man who served his country well.

Mr. MONTGOMERY. Mr. Speaker, I thank the gentleman from New York for his comments, and I yield 2 minutes to the chairman of the Committee on Public Works and Transportation, the gentleman from California (Mr. Anderson).

Mr. ANDERSON. Mr. Speaker, I wish to express my strong support for this tribute to our late colleague, the gentleman from New Jersey, whose accomplishments extended well beyond the field of public works.

Jim Howard, my predecessor as chairman of the Committee on Public Works and Transportation, had a well-deserved national reputation in the fields of transportation and environment. His concern was always with individuals—with individual lives saved through better roads or safety conditions, and with the way the quality of our Nation's water affected the individuals using it.

That concern for individuals extended to other fields as well. He was an educator by profession and he was justifiably proud of his legislation that provided the means for financing community colleges thus opening up higher education to many for whom it had previously been denied.

Similarly, he was an advocate of the cause of the Nation's veterans. He was concerned about the quality of health care that was being provided to the many veterans at the New Jersey Shore.

It was his personal efforts with the Veterans' Administration that resulted in the clinic that is being named in his honor being placed in Brick Township, NJ. This location will make the veterans outpatient services available to the many veterans who now live in northern Ocean County.

Jim Howard worked during his 23 years in Congress to make Government help people. He believed that Government programs had contributed to making America the great Nation that it is. He wanted to use the power of government to help people, to improve the quality of their lives and give them greater opportunity for success.

I served with Jim Howard for almost 20 years and worked closely with him on many Public Works and Transportation

issues. He is one Member of Congress who has truly made a lasting contribution. His aggressive efforts in Congress for more than 20 years undoubtedly made this a better nation.

JIM HOWARD had many accomplishments but I know he would have been proud to have the Veterans' Outpatient Clinic in Brick bear his name. I urge support of H.R. 4535 to designate the James J. Howard Veterans' Outpatient Clinic.

Mr. SOLOMON. Mr. Speaker, I yield such time as he may consume to the former ranking member of the Committee on Veterans' Affairs and the ranking member of the Committee on Public Works and Transportation, the gentleman from Arkansas (Mr. Hammerschmidt).

Mr. HAMMERSCHMIDT. Mr. Speaker, as ranking member of the Subcommittee on Hospitals and Health Care, I rise in strong support of H.R. 4535, to name the Veterans' Administration Clinic in Brick Township, NJ, after former Congressman JAMES HOWARD.

I cannot think of a better way to remember our late colleague, JIM HOWARD, than by naming for him the New Jersey VA Clinic he helped to establish. As ranking member of the Public Works and Transportation Committee, I worked very closely with JIM, who was the committee's chairman.

He was an esteemed colleague, and one of the most highly respected Members of this body. This is the least that we can do in his memory.

Mr. MONTGOMERY. Mr. Speaker, I yield 2 minutes to the gentleman from New Jersey (Mr. Hughes).

(Mr. HUGHES asked and was given permission to revise and extend his remarks.)

Mr. HUGHES. Mr. Speaker, I rise in support of the bill H.R. 4535, which will designate the new Veterans' Administration outpatient clinic, to be built in Brick, NJ, as the James J. Howard Veterans' Outpatient Clinic.

It is entirely fitting that this new and greatly needed facility be named for our late friend and colleague, JIM HOWARD. JIM was one of the first to recognize the need for an outpatient health clinic to serve the needs of veterans in central and south Jersey.

Most of the hundreds of thousands of veterans in that part of my State are veterans of World War II and Korea, and are now reaching the age when their medical needs are becoming more acute. Unfortunately, these veterans now have to travel relatively long distances to Wilmington, Philadelphia, or north

Jersey for medical attention. This makes it difficult, if not impossible, for many veterans to get the treatment they need.

JIM HOWARD's untimely death denied him the chance to see fulfilled his wish of bringing the best available medical attention to the veterans of his area. Now that dream will soon be realized with the construction of a new outpatient clinic, and it is right and proper that it bear the name of JIM HOWARD—a public servant who worked diligently to benefit those men and women who have so proudly served our country.

I urge my colleagues to pay tribute to a man who set an example as a representative of his constituents and a trustee of his Nation, by voting to suspend the rules and pass this worthy bill.

Mr. MONTGOMERY. Mr. Speaker, I thank the gentleman from California and the gentleman in the well, the gentleman from New Jersey (Mr. Hughes), for their comments on this legislation.

In closing, I would like to thank two very able members of our committee, the gentleman from New Jersey (Mr. Florio) and the gentleman from New Jersey (Mr. Smith). They both have served on the Committee on Veterans' Affairs, and I want to thank them for the work they did in making certain that an outpatient clinic will be established in southern New Jersey. Their persistence has paid off, and this clinic is now a reality.

JIM HOWARD worked very hard on this clinic, and I think he would be proud that it would bear his name.

Again, I want to thank the gentleman from New York (Mr. Solomon) and the gentleman from Arkansas (Mr. Hammerschmidt) for their support.

Mr. Speaker, I urge adoption of the bill.

Mr. SHUSTER. Mr. Speaker, I rise today in strong support of H.R. 5435, a bill to designate the VA outpatient clinic in Brick Township, NJ, as the "James J. Howard Veteran's Outpatient Clinic."

JIM HOWARD and I became good friends on the Public Works and Transportation Committee, and though many of you know of him in this capacity there are those of us who also knew him as a fierce advocate for veterans and veteran's benefits. JIM was a member of the U.S. Navy serving in the South Pacific during World War II, since that time, he has always been an outspoken advocate for veterans and the benefits they so richly deserve.

Recognizing a need for a medical facility in central New Jersey, JIM worked closely with the Veterans' Affairs Commit-

tee to gain the authorization necessary for the clinic. Though a section of highway is already named for him, the memory we and his constituents hold of him would not be complete unless we pay tribute to him in his other great love, the veterans of this Nation. I urge my colleagues to support this measure, and the memory of our colleague and friend JIM HOWARD.

Mr. RODINO. Mr. Speaker, I rise in support of H.R. 4535 which I introduced on behalf of the New Jersey delegation and the distinguished chairman and ranking minority members of the Committee on Veterans' Affairs. This legislation designates the Veterans's Administration outpatient clinic in Brick Township, NJ, as the James J. Howard Veterans' Outpatient Clinic. I believe that it is a fitting tribute to our colleague and friend JIM HOWARD who died on March 25 and who represented New Jersey's Third Congressional District—which includes Brick Township—for 23 years.

As a veteran who served with distinction in the Navy during World War II, JIM had a personal understanding of the needs and concern of veterans and their dependents. He recognized that we have a responsibility to honor and care for those brave men and women who were always ready to protect our Nation. In moments of great sacrifice and hardship, they never forgot us and JIM was determined that we should never forget them.

As a Member of Congress, JIM HOWARD translated this concern into action. He was a forceful advocate on behalf of America's veterans and he strongly supported legislation for compensation benefits paid to veterans and fought to maintain adequate staffing levels at VA medical facilities. During the last 2 years of his life, JIM worked tirelessly to persuade the Veterans' Administration to open an outpatient clinic in northern Ocean County to meet the tremendous need of veterans in this area who were forced to travel long distances to the nearest VA facility. Because of JIM's effective leadership, this clinic will become a reality.

JIM's efforts on behalf of veterans was reflection of his true hallmark—a concern for people. He was a man of dedication who first and foremost served his constituency. As the Chairman of House Public Works Committee, JIM helped create jobs, opportunities, safer roads, and improvements in the quality of life for all citizens. These are what gave JIM his greatest satisfaction. They are also his legacy to us all.

The James J. Howard Veterans' Outpatient Clinic will be an enduring reminder of JIM's total commitment to public service. It will honor his distinguished career and his service to the

people of the Third Congressional District. Most important, it will provide an appropriate recognition of JIM HOWARD's unwavering support for America's veterans and his pivotal role in making the VA clinic in Brick Township a reality for the thousands of veterans it will serve.

Mr. MONTGOMERY. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. SOLOMON. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

The SPEAKER pro tempore (Mr. Glickman). The question is on the motion offered by the gentleman from Mississippi (Mr. Montgomery) that the House suspend the rules and pass the bill, H.R. 4535.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended, and the bill was passed.

A motion to reconsider was laid on the table.

Congressional Award Act Amendments of 1988

Proceedings in the House

Monday, *October 3, 1988*

Mr. OWENS of New York. Mr. Speaker, for nearly a decade the Congressional Awards Program has served to inspire the youth of our country toward the achievement of personal development and community service goals. While the administration of the program's first 10 years at the national level has at times been a troubled one, this should not obscure the tremendous volunteer efforts of thousands of young people who have been recognized by the award of bronze, silver, and gold medals.

It is appropriate to pause at this moment to give credit to the late JIM HOWARD, the original sponsor of the Congressional Awards Act. We know that this program was very close to his heart and that he nurtured it from the beginning. He would be pleased to know that the program will continue to serve and honor the young people of this country.

I also want to acknowledge at this time the work of the ranking Republican on the Subcommittee on Select Education, Mr. Steve Bartlett in helping to shape the bill that we are considering today, as well as the contribution of my other subcommittee colleagues.

It was Congressman HOWARD who at the Subcommittee on Select Education hearing which considered the original legislation set Congress the challenge of providing leadership for young people. Congressional award offered young adults, "a chance to participate in a program in which their success will be determined by their own initiative and industry and not in competition with others. We are confronted all too often by the spectre of lost youths in our society. More and more students are turning to the escapism and anonymity of drugs and alcohol."

Congressman HOWARD's words seem even truer today. There is no shortage of newspaper articles and statistics that we can use to paint a desperate picture of our young people. Whether we look at the approximately 1.2 million runaway children in the Nation, the nearly 300-percent increase in sui-

cide rates among the 15- to 24-year-old population between 1950 and 1985, or the epidemic rise in youthful drug uses, future historians may well gain the impression that this was not the best era to be young in America. The Congressional Award Program will not, by itself, rapidly change that negative perception; bad headlines always have a tendency to edge out good news. But we hope that in the recognition at the local and national level of high standards of achievement this program has the potential to contribute to a more balanced picture.

The majority of our young people are anxious for an opportunity to serve the community in positive ways: Individuals like Richard Negron, a gold medal award winner, who testified before the Subcommittee on Select Education hearings this June. Mr. Negron grew up in a tough neighborhood in Chicago, rife with street gangs and high dropout rates. And now, in part due to the leadership skills he developed through the Congressional Award Program, he coordinates a 600-parent volunteer organization. Hundreds of other young people have volunteered to work in hospitals, to participate as big brothers and sisters, and in a host to other ways are helping to build better communities.

The reauthorization that we are considering today is an effort to ensure that the national leadership of the program fully complements the original goals that Congressman HOWARD set forth. These goals can only be fully achieved in a more active partnership with Congress than as previously been the case. For that partnership to work however, there must be increased communication. Further expansion of the program will be achieved as a result of individual Congressmen, Senators, and contributors, viewing the Congressional Award Board as a soundly managed organization—one that is equipped to meet the needs of the local district and statewide councils.

The Subcommittee on Select Education hearings revealed the need to ensure much closer oversight of the program's administration—it is for this reason that the National Office is required to submit quarterly reports. These reports will provide the Congress with a detailed and up-to-date picture of the Financial Health of the National Office as well as the Board's progress in developing new councils. We expect Board meetings to be held on a regular basis so that all those with a stake in the futue of the program, including past award winners. As well as the local councils, can be involved in policy decisions.

If there is compliance with the factual reporting requirements of the legislation the program is extended for another year. The requirements for gaining a second year reauthorization are intended to be capable of objective determination and will not involve the exercise of discretion of the execution of law. If the requirements are not met the subcommittee recognizes the need for subsequent legislative action.

This legislation is meant to help the program's national leadership turn a corner. Our Subcommittee on Select Education hearings revealed that the local and statewide councils are in fairly healthy shape, but that the National Office can and should do a much better job of managing its affairs so that program growth is possible. We hope that the new board structure will allow a new sense of purpose to emerge based on a consenses between the national, local, and alumni associations. We anticipate that Congress' more active role in the programs' development will be specified in the first annual report that will be submitted in 180 days after this legislation's enactment.

Revitalization of "Officers Row" in Sandy Hook Unit of Gateway National Recreation Area

Proceedings in the House

Thursday, *September 22, 1988*

Mr. UDALL. Mr. Speaker, I ask unanimous consent that the Committee on Interior and Insular Affairs be discharged from further consideration of the bill (H.R. 5336) to further the revitalization, rehabilitation, and utilization of the area known as "Officers Row" located within the Sandy Hook Unit of the Gateway National Recreation Area, and for other purposes, and ask for its immediate consideration in the House.

The Clerk read the title of the bill.

The SPEAKER pro tempore (Mr. Murtha). Is there objection to the request of the gentleman from Arizona?

Mr. RHODES. Reserving the right to object, Mr. Speaker, I yield to the gentleman from Arizona to explain what is involved in this legislation.

Mr. UDALL. Mr. Speaker, this is not a complicated measure. It simply provides for the Secretary of the Interior to make available a site for a marine sciences lab on Sandy Hook in the Gateway National Recreational Area.

There is presently a NOAA marine laboratory at the site involved, but it was partially destroyed by fire and is in need of rehabilitation and expansion.

This is a matter I was working on with our late colleague, JIM HOWARD, and is a project he was most interested in completing. We had thought that no legislation would be needed, but the National Park Service felt that it needed this additional authority.

The rehabilitation and construction costs involved in this project will be paid by the State of New Jersey so that there will be no construction costs to the National Park Service. At the same time, the project will result in the rehabilitation of a historic structure and will provide benefits for visitors of Sandy Hook. The bill provides that the Marine Sciences Laboratory be named in memory of our friend and colleague, the late JIM HOWARD.

Mr. RHODES. Mr. Speaker, I thank the gentleman for his explanation.

Certainly we all remember our colleague, the late JIM HOWARD, very fondly. This recognition is well-deserved, since Congressman HOWARD was one of the leading proponents of the inclusion of Sandy Hook in the Gateway National Recreation Area over 15 years ago.

The work of the Marine Sciences Laboratory is certainly compatible with the environmental objectives of this popular urban recreation area.

Further reserving the right to object, Mr. Speaker, I yield to the gentleman from New Jersey (Mr. Roe).

Mr. ROE. Mr. Speaker, I thank the gentleman for yielding to me.

Mr. Speaker, the bill before us would clear the way for implementation of the agreement reached between the State of New Jersey, the National Oceanic and Atmospheric Administration and the National Park Service for construction of a new National Marine Fisheries Laboratory at Sandy Hook, NJ.

The previous lab was leveled by arson in September 1985, destroying and leaving in limbo critical research in the fight to combat ocean pollution and protect our precious fisheries industry.

It is essential that the facility be rebuilt. Marine fisheries scientists currently are working out of inadequate, makeshift buildings and are desperately in need of the features a modern laboratory would provide. In addition, other related organizations, including the New Jersey Marine Sciences Consortium of educational institutions, are poised to share the space.

After considerable deliberation and study, the State of New Jersey, NOAA and the National Park Service agreed to a plan to build a new 30,000 square foot laboratory and turn some remaining laboratory space into offices and a library. The State would pay for construction and enter into a lease back arrangement with NOAA.

This legislation requires no Federal appropriation. Because the Sandy Hook site is within a National Park Service Historic District we need to pass specific language assuring that the design of the new facility, the rehabilitation work on building 74 and the design of landscaping be approved and reviewed by the Director of the National Park Service or his designee. The language also provides that should the property no longer be used as a marine sciences lab, all use of the property and

improvements thereon shall revert to the National Park Service.

Finally, and very importantly, this bill contains a provision to name the new laboratory the "James J. Howard Marine Sciences Laboratory." Those of us in the New Jersey congressional delegation keenly recall that when the lab burned down 3 years ago this month, it was our colleague, JIM HOWARD, who vigorously took up the cause of retaining the laboratory on Sandy Hook. It was through his leadership and the combined efforts of the entire New Jersey congressional delegation and State leaders that we were successful. It is a fitting tribute to JIM HOWARD, a leader in the fight against ocean pollution, that we name the lab in his honor.

Mr. RHODES. Mr. Speaker, I join the committee chairman, the gentleman from Arizona (Mr. Udall), and the gentleman from New Jersey (Mr. Roe) in urging support of this legislation, and I withdraw my reservation of objection.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Arizona?

There was no objection.

The Clerk read the bill, as follows:

H.R. 5336

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

To further the revitalization, rehabilitation, and utilization of the area known as "Officers Row" located within the Sandy Hook Unit of the Gateway National Recreation Area, the Secretary of the Interior, or his designee, shall enter into an agreement to permit the State of New Jersey to use and occupy the property depicted on the map numbered 646/80,003, entitled Marine Science Laboratory Land Assignment, dated September 1988, for the express purpose of constructing, developing and operating, without cost to the National Park Service, a marine sciences laboratory to be known as the "James J. Howard Marine Sciences Laboratory". The design of the new facility, the rehabilitation of Building 74, the design and location of landscaping, and any modifications thereto, shall be reviewed by, and subject to the approval of, the Director of the National Park Service or his designee using the standards for rehabilitation and National Park Service guidelines and policies approved by the Secretary of the Interior. At such time as the aforementioned improvements are no longer used as a marine sciences laboratory by the State of New Jersey, all use of the property and the improvements thereon shall revert, without consideration, to the National Park Service.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

Resolutions

U.S. House of Representatives

Committee on Public Works and Transportation

100TH CONGRESS, 2D SESSION

COMMITTEE RESOLUTION

May 5, 1988.

WHEREAS, Representative James J. Howard served more than seven years as Chairman of the Committee on Public Works and Transportation;

WHEREAS, Representative James J. Howard devoted his career in Congress to the improvement of the Nation's infrastructure and environment;

WHEREAS, Representative James J. Howard was a national leader in the fight for safety legislation that has saved countless lives on the Nation's highways;

WHEREAS, Representative James J. Howard led efforts to protect our environment through the Clean Water Act and Superfund;

WHEREAS, Representative James J. Howard was the original sponsor of the 55 mile per hour speed limit and defended it against all efforts to eliminate its lifesaving effects;

WHEREAS, Representative James J. Howard sponsored the 21-year old minimum drinking age statute which has saved thousands of lives, especially those of America's young people;

WHEREAS, Representative James J. Howard sponsored the Nation's first Federal anti-drunken driving statute;

WHEREAS, Representative James J. Howard, as Chairman of the Subcommittee on Surface Transportation for six years and as Committee Chairman, was the prime architect of major surface transportation legislation from 1975 to 1988;

WHEREAS, Representative James J. Howard was the guilding force of the major expansion for the Federal-aid highway program through the five cent a-gallon gasoline tax increase enacted as part of the Surface Transportation Assistance Act of 1982;

WHEREAS, Representative James J. Howard was an ardent exponent of public transit and devised the Howard plan to combine highway and mass transit legislation;

WHEREAS, Representative James J. Howard developed the 1982 legislation providing a penny-a-gallon gas tax for mass transit, the first guaranteed funding for mass transit;

WHEREAS, Representative James J. Howard authored legislation reforming the regulation of the motor carrier and bus industries;

WHEREAS, Representative James J. Howard sponsored legislation imposing stringent safety requirements on the motor carrier and bus industries in his continued effort to protect the safety of the American public;

WHEREAS, Representative James J. Howard led the efforts to enact the Surface Transportation and Uniform Relocation Assistance Act of 1987 and the Water Quality Act of 1987 overpresidential vetoes;

WHEREAS, Representative James J. Howard played a crucial role for more than 23 years in Congress in legislation that improved the economic well-being, safety and quality of life of all Americans;

WHEREAS, Representative James J. Howard demonstrated a continuing concern about the well-being, safety and quality of life of all Americans;

WHEREAS, Representative James J. Howard provided the strong and continuing leadership to meet the goals of providing for the transportation and environment of the Nation;

WHEREAS, Representative James J. Howard acted as Chairman of the Committee on Public Works and Transportation in the 97th, 98th, 99th Congresses and part of the 100th Congress in a non-partisan manner that demonstrated his concern for the public interest;

THEREFORE, the Committee on Public Works and Transportation commemorates Representative James J. Howard, our former Chairman, for his untiring efforts on behalf of the American people and expresses its deep sorrow at his tragic and untimely death on March 25, 1988.

Glenn M. Anderson, *Chairman;* Robert A. Roe; Norman Y. Mineta; James L. Oberstar; Henry J. Nowak; Nick Joe Rahall II; Douglas Applegate; Ron de Lugo; Gus Savage; Fofo I.F. Sunia; Douglas H. Bosco; Robert A. Borski; Joe Kolter; Tim Valentine; Edolphus Towns; William O. Lipinski; J. Roy Rowland; Robert E. Wise, Jr.; Kenneth J. Gray; Peter J. Visclosky; James A. Traficant; Jr.; Jim Chapman; Louise McIntosh Slaughter; John Lewis; Peter A. DeFazio; Benjamin L. Cardin; Bill Grant; David E. Skaggs; Jimmy Hayes; Carl C. Perkins; Bob Clement; John Paul Hammerschmidt; Bud Shuster; Arlan Stangeland; Newt Gingrich; William F. Clinger, Jr.; Guy Molinari; E. Clay Shaw, Jr.; Bob McEwen; Thomas E. Petri; Don Sundquist; Nancy L. Johnson; Ron Packard; Sherwood Boehlert; Dean A. Gallo; Helen Delich Bentley; Jim Lightfoot; Dennis Hastert; James M. Inhofe; Cass Ballenger; Fred Upton.

Adopted: May 5, 1988.

Senate of the United States

Committee on Environment and Public Works

100th Congress 2d Session

WHEREAS, Congressman James J. Howard had a distinguished career in the House of Representatives for 23 years, and served as Chairman of the House Public Works and Transportation Committee for eight years;

WHEREAS, Congressman Howard had provided outstanding leadership in areas of mutual interest with the Senate Environment and Public Works Committee and played a major role in accomplishing landmark legislation in the areas of environmental protection, water resources, transportation, and highway safety;

WHEREAS, Congressman Howard worked tirelessly and effectively for the people of the Third District of New Jersey and for people throughout the country;

WHEREAS, Congressman James Howard was a highly respected colleague and friend;

NOW THEREFORE BE IT RESOLVED, that the Members of the Senate Environment and Public Works Committee extend to Congressman Howard's family, his wife Marlene and his daughters Lenore, Marie, and Kathy, our expression of deep respect for his life and work and sympathy for the family's loss.

Quentin N. Burdick, *Chairman;* Daniel Patrick Moynihan; George J. Mitchell; Max Baucus; Frank R. Lautenberg; John Breaux; Barbara Mikulski; Harry Reid; Bob Graham; Robert T. Stafford; John H. Chafee; Alan K. Simpson; Steve D. Symms; Dave Durenberger; John W. Warner; Larry Pressler.

Funeral Service and Memorial Statements for James J. Howard

Funeral Service

for the

Honorable James J. Howard

St. Catharine's Church

Spring Lake, New Jersey

March 29, 1988

Monsignor John Grimes, Celebrant

Other Celebrants

Bishop John C. Reiss, Bishop Edward U. Kmeic, Monsignor George Everitt

Altar Servers—Timothy F. Sullivan and Timothy F. Sullivan, III

Bearers of the Offertory Gifts—Joy Bryson, Nancy Fatemi, Tom Kleissler

Soloists—Joe Finn, Bobby Byrne

Pallbearers

Senator Bill Bradley, Representative Robert Roe, Representative John P. Hammerschmidt, Senator Frank Pallone, William J. Eyres, Richard T. O'Connor, Freeholder John D'Amico, Freeholder John Villipiano

Ushers—Congressional Award Medal Recipients

Tribute to James J. Howard

By Speaker Jim Wright, of Texas

March 29, 1988

Life is a gift that the Celts believe we are meant to enjoy not merely endure. Jim Howard lived life with the robust and passionate zest of one who exalts in his Creator's gift. On Jim were bestowed the divine dowry of a mind keen and sharp, a heart warm and full, a sense of humor that sprang from a lilting spirit often to puncture the balloons of self-importance that infest the scenes of political power. To be the beneficiary of gifts is bountiful and not to enjoy them nor share them with others would have been a sin.

Jim Howard was not that kind of a sinner. He worked hard and he played hard, and he loved and he laughed, and he lived full tilt. He filled each unforgiving year with 365 full days. And if in the end he burned himself out, well, his candle burned brightly for 60 years and others lighted their torches from his.

Jim Howard was a romantic who believed in the American dream, in the American government as an instrument of its fulfillment, and in the capacity of such imperfect creatures as we to make that dream come true, not just for a favored few but for the humblest and least advantaged in our land.

It is quite natural, then that he chose a public career, that he strove to light the lamps of learning for the young, to purify the waters of God's universe, and to pave and make safer the ways of our travel. Wherever we go in this country we see, but seldom identify, the fruits of Jim Howard's labor. Broad ribbons of highway and capacious harbors, waste water treatment plants that protect the public health in towns big and small where most of the people never heard of Jim, job opportunities from Appalachia to the Mexican border. . . .all owe impetus to this man who cared so much about people. And if anyone felt it beneath the lofty purpose of statecraft to be concerned with potholes, Jim Howard knew with unerring truth that service to humankind is of the earth, earthy, and that God sometimes chooses things that are simple to confound the wise.

When America finally gets around to renewing our neglected public infrastructure—as someday we will—how fitting if that program could bear Jim Howard's name.

And how appropriate in the cosmic scheme of things, Marlene, that his last earthy view should be of a long patch of nature's green on a warm Spring day while breathing the fine fresh air of the golf course. After his family and his country and his work, the things Jim Howard loved best were New Jersey, and Ireland, and golf.

And so on fine spring days for a hundred years and more, as the mist rises gently from the heather and from soft Atlantic waves lapping on the Jersey shore, rising in the vapor with them will be an essence of the spirit of Jim Howard;

And he who in life gave so fully of himself will hear those words of holy promise:

> "Come, ye blessed of my father and enter into the Kingdom prepared for you from the foundations of the world. . . ."

Read by Lenore Howard

An Irish Blessing

May the blessing of light be with you—light outside and light within.

May sunlight shine upon you and warm your heart 'til it glows like a great peat fire so that the stranger may come and warm himself by it.

May a blessed light shine out of your two eyes like a candle set in two windows of a house bidding the wanderer to come in out of the storm.

May you ever give a kindly greeting to those whom you pass as you go along the roads.

May the blessings of rain—the sweet, soft rain—fall upon you so that little flowers may spring up to shed their sweetness in the air.

May the blessings of the earth—the good, rich earth—be with you.

May the earth be soft under you when you rest upon it, tired at the end of the day.

May the earth rest easy over you when at last you lie under it.

May earth rest so lightly over you that your spirit may be out from under it quickly, and up, and off, and on its way to God.

Read by Marie Howard

An Irish Wish

This is one of my Dad's favorite Irish blessings and it comes from him to you.

Wishing you a rainbow For sunlight after showers—
Miles and miles of Irish smiles For golden happy hours—
Shamrocks at your doorway For luck and laughter too,
And a host of friends that never ends each day your whole life through!

Read by Kathy Howard

A White Rose

I place this single white rose on your final resting place, Dad.—It signifies my unending love and respect for you.—Sleep in peace.

Eulogy for Jim Howard

Representative Morris K. Udall, of Arizona

March 29, 1988

Marlene, Lenore, Marie, a favorite in the Udall shop, Kathy, friends of Jim Howard and distinguished colleagues. We meet this morning in the season of renewal and resurrection in this impressive sanctuary. We come from a great variety of origins and we are here united by our love for James Howard and his family.

From my observation post I can report that Jim was one of the best and most productive Congressmen, the most beloved Congressman, in the House of Representatives. We mourn the death of this good man this morning, and we feel that something special has been taken from all of us. And yet, we also celebrate the life of this man and the qualities that rendered him so special to everyone.

What was the secret of Jim Howard's success? Well I think it was his special qualifications. I pondered them last night, asking myself why Jim had succeeded so far beyond his hopes and dreams. It isn't often you can find such a member of the House, but for 25 years he would stave off the assaults upon him by the other party and survive to become a member of that great colossus called the House Public Works Committee, and succeed people like John Blatnik, George Fallon, and Bizz Johnson and work with a whole lot of others including the Speaker of the House and a number of people, like John Hammerschmidt from the other party.

I think another explanation for Jim's great success lies in the words of Thomas Jefferson who said, "the art of government, the whole art, is the art of being honest," and I think this fits Jim Howard: honest with himself, honest with his constituents and his family, honest with his friends and honest before the country. Harry Truman once had a sign on his desk which read, "Do what is right, you will please some people and astonish all the rest," and this was Jim Howard.

Other things that come to me is an assertion that Jim got where he was by hard work and enthusiasm. I never saw anyone with a more infectious manner come to the House floor. He was everywhere all at once, counseling the new members on what to say and amendments they could oppose. The last time I saw him on the House floor we were talking about legislation he was going to push forward that very day.

Sam Rayburn said, "a Congressman worth his salt can lead his district, he doesn't have to be a weather vane" merely responding to what the public thinks at any given hour, but leading the Congress and the country and leading his district. Jim was able to do that and do it very well.

We often ask the widow of the bereaved on occasions of this kind, what can I do? Can I do anything to help? I would say to those here today you can do something to help. Your presence here today is a help. Your comforting the family is a help, but let us all make a promise to ourselves that we'll go beyond that in the tough days, weeks, and months of adjustment to this loss for the family. Don't wait for a year. Sometime this fall or this spring or this summer, let Marlene and the family know that you still care, that you still remember Jim. I am sure we all feel that would be a nice thing to do.

We kidded a lot. We joked lot. Jim had a tremendous sense of humor. I will conclude my remarks by telling you that the other day Jim and I were talking

about the great flood of 1983, when potholes were suddenly a national problem. JIM HOWARD put through, with his enthusiasm and in about 48 hours, a bill taking interstate highway money to fill potholes. I would say if the good book, the scriptures, say that the righteous shall be rewarded, I wouldn't be at all surprised if JIM, where he is right now, is getting up a golf game for Wednesday morning at 9 o'clock or trying to get assigned to the Subcommittee on Celestial Potholes. Marlene, all of us love you and love the family and love this good man. God bless you and God bless him.

Reflections on the Life of James Howard

TIMOTHY F. SULLIVAN

Administrative Assistant to Mr. HOWARD from 1965 to 1983

JIM HOWARD had a great sense of humor, thank God. I say "thank God," because on some days in the Washington world in which we lived, if you couldn't laugh at things, you'd cry.

JIM had a huge three-by-five foot photo showing him with Bobby Kennedy sitting before a microphone at a table in the recording studio of the House. I remember the day it was taken.

It was during his first re-election campaign, and JIM had asked Bobby, then a Senator from New York, to make a radio tape to be used back in the Third District. After the tape was made, the picture was taken of JIM talking and Bobby smiling. When I saw it, I asked JIM the reason for the smile and he laughed, saying, "Well, you know I gave Bobby two sentences to read saying that I was named the outstanding freshman Congressman of the 89th Congress. After he read it, he said, 'Gee JIM, that's pretty nice. What group picked you?' and I told him, 'My staff. The vote was 6-to-4.'."

Life had its many serious moments in those days. We were both right out of a small town elementary school thrust into the high pressure of Washington where we were told the first term was crucial and even one mistake could mean the end of a career. In fact, of the 85 Congressmen who won with JIM, only 51 were still there in 1969, only four years later.

We had rented our Spring Lake home and purchased one in Bowie, Md., transferred the six children to new schools and showed everyone we had confidence that JIM would be reelected. So we studied, worked and worried. The new staff followed JIM's lead. We all worked together learning from each other, developing a mutual respect for each other and especially for the young Congressman who had already started making his mark on Capitol Hill and back home.

We had our problems and worries. One situation bothered me especially involving State politics and I anticipated great pressure on JIM. When we had a quiet moment we discussed it and I never forget his reaction. He said, "Tim, when there's a decision to be made, there's a line that we'll go to and that will be whether something is right or wrong." It may sound sanctimonious now, or "holier than thou," but I like to think that was the criterion that guided us all over the years. I retired after 18 years, feeling that I could look everyone in the eye and I'm sure he felt the same. I was always very proud to be associated with him and his staff, which he used to brag was the best on Capitol Hill. I guess I'm even more proud now.

Over the years we met thousands of school children in Washington from back home. JIM met as many as he possibly could. Whenever possible, he'd greet them on the House steps of the Capitol. Many times a picture would be taken and then we'd escort the students inside and on to the floor of the House, where they'd be seated and he'd talk to them.

They loved it, especially the teachers. The teachers had been coming down for years but had never been treated like this. With JIM's attainment of more seniority came more responsibilities and a tighter schedule. He could not spend as much time with groups as he used to. One morning at this point stands out in my memory. I usually worked with the schools and set up the logistics of their visit. So I was surprised one day when he told me he was meeting a group in the morning at 9 a.m. As usual, I met him in the Members Dining Room where he had coffee. We went out to the steps where his group was waiting.

To my surprise, there were about 20 handicapped children, some badly retarded, of elementary school age. I'm not one of those people who are good at working with the handicapped—I'm just not. But for the next half hour, I watched JIM HOWARD talking, signing his name, answering questions, posing for pictures with them and being as nice and gracious as he could be. It was a side of him I never saw before and I was pleased. This was the same man who made me groan to myself when I would bring a V.I.P. into his office only to hear, "Hi, General, come on in and sit down for a minute."

You could never say that life was dull in our office. JIM liked action. He was well-liked on the Hill, but better than that, he was respected. I think his school teaching background was very helpful. We used to say, one thing children would not forgive was if you were unfair with them. So when be became Chairman of the House Public Works Committee, he did things differently, treating the new Congressmen fairer than they had been in other years and they appreciated it.

He kept three poems of which he was very fond in his desk. One by Kipling was a favorite of mine from school days. One line particularly reminded me of JIM:

"Or to walk with kings, nor lose the common touch."

He always had the touch and with age, he mellowed. He said he wasn't going to worry as much and "was going to take more time to smell the flowers." And I think he did. He was always a good person to work for, (we had one of the lowest personnel turnover rates on the Hill), he became more considerate and more fun to be around. I know he still worked hard, but found him more relaxed on visits home. Too bad he did not have more time but I guess we're never satisfied.

My Last Conversation with Jim

For the last few years, I looked forward to visiting with JIM in the Belmar office on his trips home from Washington. Sometimes I would only stay 5 or 10 minutes, sometimes longer. However, in the last year or so, an hour would fly by before I knew it. It seemed as though I had loads of questions on my mind since our last visit. He seemed to be more relaxed and enjoyed our talks.

We talked about everything. My priority was asking him his thoughts and opinions on people in Washington, recent events there and generally things of interest to me for which he would provide an insider's view.

On this day, Monday, March 21, 1988, I told Marilyn that I was going over to see JIM as I hadn't seen him in a couple of weeks and I wanted to be sure to thank him for inviting us down to D.C. for his St. Patrick's Party at the Pisces Club which we couldn't attend because of my bad cold. He would be returning to Washington on Tuesday and we were finally starting on our postponed trip to Florida.

He looked good and said he felt good. As usual, we talked about many different things. One subject was the Presidential primary which was at its height. The media was referring to the Democratic candidates in disparaging terms as the "Seven Dwarfs," that they were mediocre men. No one was standing out or catching on. JIM favored and had talked to Senator Bill Bradley, but he said it just wasn't his time. JIM and I agreed that he might be sorry, that the next President could be in for eight years and that at that time, a new, exciting face might appear and people could be saying, "Who's Bill Bradley." I hope not, but only time will tell.

We had both said previously that the problem the Democrats had was that people, the young especially, were looking for another President Kennedy: handsome, intelligent, a beautiful wife, family, etc., and we agreed this wasn't to be, at least in our lifetimes. Most Presidents are average men. John Kennedy was the exception. We were fortunate to live during his times and to have met him.

Then JIM said, "Do you realize that if John Kennedy were alive today he would be 71? I just can't picture him as an old man." I said I had thought of it and I thought he was fated never to be old and to us he'd always be a young, handsome man.

Later on, after JIM died, I thought I never could picture him as an old man either. He told me many times that he never would live past 59 because of the short lives of the male forebears in the Howard family. When he was 60, I was tempted to remind him of what he said but I guess my Irish superstition told me "Don't jinx him." He was four months short of 61 when he died.

We talked about the Middle East and the problems the Israelis were having with the Palestinian situation and the P.L.O. whose leader Arafat was prominent on the television news.

I remarked that the man was so homely and unappealing and wondered if that affected the Western world's opinion of him. This led to a discussion of a boy we both taught. No matter what we said, this child would always have the same smirk on his face. Maybe he was being pleasant, but it seemed to everyone that he was being nasty. This child ended up in state prison. We wondered if his facial expression had anything to do with it.

I had brought with me one of JIM's nominating petitions on which, as usual, I had many signatures, mostly Spring Lake people. This led to a discussion of when he was going to announce his intention to run again for Congress, usually done in Monmouth and Ocean County locations and attended by many friends and supporters, including myself. He said about April 10. I said we'd probably still be in Florida. I remember saying, "I guess I'll miss it this time."

Franny Groff, principal of West Belmar School where we both taught, had invited us both to an alumni night that evening and JIM invited me to join him and Marlene. I thought about it, but said I wasn't feeling that good yet and wanted to get ready for Florida. He went and people later told me that he had a great time. I'm sorry I didn't go, but I am so thankful we did have this last conversation. On leaving, we shook hands. I said "take care." He said, "have a good trip," and I said I'd see him when I got back. Little did we know. He had his attack Thursday and died Friday. God was very good to him, for he did not suffer.

MEMORIAL MASS

ST. MATTHEW'S CATHEDRAL

May 4, 1988

Washington, DC

Remarks of Richard J. Sullivan

Chief Counsel, House Public Works and Transportation Committee

All of us know Jim Howard as a distinguished Member of the Third Congressional District of New Jersey—as a leader in the field of transportation and environment—as an outstanding leader in the Congress both as an individual and as Chairman of the Committee on Public Works and Transportation for these last seven years. His imprint is indelibly marked on legislation that has affected the lives of all Americans whether it affected their health, their economic wellbeing or their ability to move from one part of the country to another. His record and his achievements will stand for years to come.

There is another Jim Howard—one we remember fondly. The Jim Howard sitting in the House Cafeteria morning after morning drinking his coffee, smoking his cigarettes and poring over the crossword puzzle of the day; Jim Howard who was a loyal and devoted fan of the Seton Hall basketball team; Jim Howard who loved trivia whether it be the arts, sports or world events; Jim Howard who rooted for the Washington Redskins; Jim Howard who enjoyed life with a gusto that one rarely finds in people.

We are all the better for knowing him and all the better for being a part of his life and being touched by him. He made our world finer. As we say goodby to Jim Howard; as he looks down on us from above he would say this is not a time for sadness, not a time for grief. Let us celebrate his life—celebrate the 60 years that God gave us when he gave us Jim Howard.

Remarks of William T. Deitz

Administrative Assistant to Mr. Howard From 1983 to 1988 and Associate Counsel of the House Public Works and Transportation Committee

Marlene, Marie and all those who respected, admired and loved Jim Howard. I feel completely inadequate in this role considering the beautiful eulogies at St. Catharine's by Speaker Wright, Mo Udall, and Monsignor Grimes; and the marvelous commentaries by Dean Rodino and Bud Shuster at

the dedication of the James J. Memorial Highway; and, particularly, the moving comments that Marie has made about her Dad.

But I would like to share with you two pieces which appeared in the Asbury Park Press—one written by our own Nancy Fatemi; the other an even more recent article by Mayor Powell of Hickman, Kentucky. Nancy's comment began:

"Much is revealed about a man's character by the way he treats his family and his employees. Congressman JIM HOWARD scored very high by both measures. We used to joke that once you started working for JIM HOWARD, you never left. During his 23 years in office, he had only two administrative assistants and two personal press secretaries. This may be a record on Capitol Hill, where a staff error can mean the end of a Member's career and strong personalities often conflict. JIM HOWARD kept us on our toes, but he never made unreasonable demands and he was always quick to forgive an honest mistake.

* * * *

"During my first few campaigns with JIM HOWARD, I was always on edge. Each attack from our opponents, I took personally. I dreaded handing the congressman the text of the latest opposition press release. He would shake his head and make a few angry comments (he never swore when women were in the room), complain about the opponent's hypocrisy and suggest a response, which I anxiously jotted down and relayed to reporters.

"Finally, on one such unpleasant occasion a few campaigns ago, I turned to him and said, 'Isn't this terrible? How could you stand this year after year?' He looked up from the paper I had handed him and said 'I'm the luckiest person in the world. I wouldn't change this job for anything'.

* * * *

"Much has been said about the Congressman's tangible accomplishments—passage of the Clean Water and Highway Bills over the President's veto; the Mass Transit and Waterway improvements; the Highway Safety Legislation that has saved many lives. But I think those of us on the staff will remember him most as a compassionate man with incredible energy and enthusiasm for his job and a gentle teasing sense of humor that made the HOWARD office a great place to work."

The second article came to us completely out of the blue. We had no idea the Mayor had written it. It began:

"My name is Judy Powell. I am the mayor of a small city in the western part of Kentucky called Hickman. I would like to tell you about our town and some happenings over the last two years. I am sure you are asking yourself why is this person writing to a New Jersey newspaper. . . I believe in the end you will understand.

"Our small town is situated on the banks of the Mississippi River. We have a population of roughly, 2,900 people. Like most small rural towns, Hickman has been suffering for a number of reasons. River trade and farming has been greatly reduced. Our downtown businesses also suffered greatly due to the declining economy. Being right on the Mississippi our city is protected by a floodwall. On July 29, 1986 while the Army Corps of Engineers was making repairs to the wall, an accident occurred which, for all practical purposes, destroyed our downtown. Seven buildings were cracked and damaged beyond repair. Businesses were relocated and eventually the damaged buildings were demolished and a park was on that site.

"We were in the process of planning for the revitalization of our downtown when the accident occurred. We responded with a plan to relocate our retail businesses in to a mall and turn our downtown into 1880's style with antiques and craft shops hoping to generate tourism in our downtown. Plans were going very well. . . but we were still in need of financial assistance.

"In January Representative Carroll Hubbard extended an invitation to Representative JAMES HOWARD to visit our town. Washington, D.C. is a very long way from Hickman. . . I met Representative HOWARD for the first time on Feb. 5. If I ever had any concerns they very quickly disappeared. We had a town meeting. . . I sat next to Representative HOWARD and I tell you I have never been so impressed by any one person. His interest and concern was genuine. He pledged his support and was in our town, he gained the respect and admiration of an entire community. What a tragedy when we lose a person who cared deeply about the problems of others and did whatever he could to help in times of real need. We need leaders of his character and stature in Congress. . ."

The portrait that emerges is that of a caring man, a man who loved his family, his country and his constituentcy, who believed that government is not an enemy to be scorned, or worse, subverted; but rather an instrument that can and should be used to make life better for those who are not as blessed as we with material gifts or opportunity for advancement; an instrument to protect the environment; an instrument to build and repair roads and bridges—the sinews of our economy.

He was a modest man, a man who, to borrow Tip's phrase, never forgot where he came from; who were the clerk of authority as Chairman with ease and understanding; a man who had no need for pretension for he always knew exactly what and who he was. . .a teacher whose watchword in weighing legislation was always: 'Is it fair?. A man who in meetings would say 'I'm not a lawyer, but. . .' and then give a brilliant five or seven minute precis capsulizing the matter at issue. He was fair, but he protected his Committee's jurisdiction like a tiger. He was a man who never backed away from a fight, to use LBJ's phase. . .a man you could go to the river with.

And, finally, JIM HOWARD lived his life—as the song goes—his way. He had one speed—overdrive. And in the end that killed him. But as I told Marie, he died living life to the hilt and probably had only one regret—that he wasn't on the 18th hole instead of the first.

And now, our hearts go out to Marlene, Marie, their family, and all those who loved, respected and admired JIM HOWARD. But if he were here, I suspect he'd be saying there is work to be done, battles to be fought and won, and the Senate to confound. And if there are those who are hesitant to move ahead, there is no doubt whatever in my mind that he will be up there watching everything we do. And, as usual, he'll be two or three steps ahead of everybody.

God bless you for coming and sharing this time with us.

Statement of Marie Howard

Ceremony Dedicating I–195 as the James J. Howard Interstate Highway

April 25, 1988

The entire Howard family thanks all of you for coming here today to honor my Father and to share this special occasion with us.

Our family is so very proud of all of Dad's accomplishments during his lifetime, but this highway tells the history of his 23 years of service in Congress.

I remember in 1967, my Dad telling my sisters and me that he was going to try to have a road built that would connect our state capitol in Trenton with the Jersey shore. He said there had never been any roads added to the interstate system, and it would not be easy.

He said that for decades, my grandfather, Eddie Vetrano, and others dreamed about such a road. He and my mother strongly believed that it was needed. They discussed possible ways to have this important link between Trenton and the shore built and while he was just a second term Member, he convinced Congress and the White House that I–195 was the exception, and it should be built.

In 1968, then-president Lyndon Johnson presented the pen he used to sign the law authorizing construction to my Dad. My mother now has this pen. The next year construction began.

The shovel pins which some or us are wearing today, we wore that day in 1969 representing that ground breaking. Each week my dad flew over the area on his way to Washington and reported to us the road's progress. The highway was completed in 1981 and our family attended the opening ceremony.

My Father was so proud of this road and of the strong bipartisan effort which brought it about. Evidence has shown that the people of the 3d Congressional District also appreciate it.

On April 6th of this year my mother accepted the pen used by President Reagan to sign the law designating this road the "James J. Howard Interstate Highway."

My father was very proud to be a lifelong liberal democrat, but he always put the needs of his District and this Nation above partisan politics.

The motto which my father lived by was,"One person can make a difference and everyone should try."

He did try, and he did make a difference. I speak on behalf of my father, my mother and the entire Howard family, when I say that we are truly honored to have I–195 forever known as "Howard Highway."

Thank you.

Awards and Honors

Monmouth County Education Association Outstanding Contributions to Education Award, May 16, 1968

Mount St. Mary's College Jersey Shore Alumni Outstanding Citizenship Award, April 19, 1968

State of Israel Bonds Eleanor Roosevelt Humanities Award, March 24, 1968

Toastmasters International Man of the Year 1969

Union of Kossovars Captive Nations Eisenhower Proclamation Award, 1969

St. Bonaventure University Alumni Association N.J. Alumnus of the Year, 1969

New Jersey Jaycees Certificate of Appreciation, 1971

Kiwanis Club, Red Bank, Certificate of Appreciation, March 30, 1970

Ancient Order of Hibernians Man of the Year, 1971

Monmouth College Veterans Citation, Department of N.J., 1971

N.J. Builders Association and N.J. Shore Builders Citation of Merit, October 12, 1972

Brighon Memorial V.F.W. Post 2140 Certificate of Appreciation, September 9, 1972

Jersey Coast Trailer and Camping Show Ecology Award, 1972

Rutgers Graduate School Alumni Association Distinguished Service Award, 1974

N.J. Builders Association Housing Industry of N.J. Distinguished Service Award, 1974

Southern N.J. Region of Hadassah Myrtle Wreath Award, January 8, 1974

Christopher Columbus Club Appreciation Award, Long Branch, N.J.

National Council of Jewish Women Hannah G. Solomon Award for Outstanding Community Service, June 1, 1974

Kiwanis International Certificate of Appreciation, August 28, 1974

State of Oklahoma, Gov. Donald L. Boren Honorary Citizen of Oklahoma, October 27, 1975

N.J. Citizens Highway Committee Transportation Award Hopewell, N.J., November 21, 1975

Rutgers University Graduate School of Education Public Service Award, April 12, 1975

Garden State REACT Team Congressman of the Year, December 22, 1975

National Limestone Institute Distinguished Service Award, January, 1976

Association of the U.S. Army Fort Monmouth Chapter Certificate of Commendation, May 27, 1976

The State of Texas, Gov. Dolph Briscoe, Jr. Honorary Texas Citizen, April 21, 1976, Austin, Texas

Kiwanis Club Certificate of Appreciation, September 1, 1977

American Public Transit Association, Mass Transit Man of the Year, 1978

New Jersey Alliance for Action Certificate of Appreciation, June 16, 1978

Housing Authority of Middletown and Redevelopment Agency Appreciation for Alice H. Tomaso Plaza, Senior Housing, October 22, 1978

New Jersey Asphalt Pavement Association, Man of the Year 1978

Green Thumb of New Jersey National Superior Performance Award, 1978

New Jersey Association of Counties Legislator of the Year, Atlantic City, 1979

Road Gang Certificate of Appreciation and honorary membership, January 19, 1979

American Road and Transportation Builders P.D. McLean Memorial Award, 1979

American Association of Shate Highway Transportation Officials George C. Bartlett Award, 1979

American Movers Conference Mover of the Year, June 4, 1980

American Society of Civil Engineers Certificate of Appreciation for Leadership, March 12, 1980

United Jewish Appeal—Jewish Federation Certificate of Appreciation for Outstanding Service and Humanitarian Efforts, June 14, 1981

Utility Contractors Association of New Jersey Public Service Award, September 25, 1981

National Parking Association Distinguished Leadership Award, April 2, 1981

Congregation Sons of Israel Certificate of Appreciation Asbury Park, N.J., October 17, 1982

Greater Asbury Park Chamber of Commerce Man of the Year Award, 1982

National Council of Alcoholism National Leadership Award, 1983

Big Brothers/Big Sisters Certificate of Appreciation, 1983

Women's Resource and Survival Center Certificate of Recognition, November 16, 1983

Jersey Shore Audubon Society Certificate of Achievement, December 7, 1983

New Jersey Occupational Therapy Association Certificate of Appreciation, October 15, 1983

Remove Intoxicated Drivers, RID, First National Award for Leadership, 1983

Monmouth-Ocean Counties Central Labor Council, AFL-CIO Certificate of Appreciation, September 3, 1984

Fort Monmouth Handicapped Advisory Committee Certificate of Appreciation, October 9, 1984

Authorities Association of New Jersey In recognition of nationwide efforts in the promotion of Clean Water, March 9, 1984

N.J. Head Start Parents Association Certificate of Appreciation, October 21, 1981

Monmouth County Education Association Friend of Education, 1984

National Utility Contractors Association "We Dig America" Award for leadership, March, 1984

Federal Emergency Management Agency Certificate of Appreciation, October 30, 1984

American Association of University Women Certificate of Appreciation, June 27, 1984

National Association of Postmasters, N.J. Chapter Certificate of Appreciation, February 22, 1984

National Association of Governors' Highway Safety Representatives, First National Highway Safety Award, 1984

National Congressional Award Council Honorary Congressional Award, January 31, 1984

Monmouth Council of Boy Scouts Joshua Huddy Distinguished Citizen Award, May 19, 1985

Institute of Electrical and Electronics Engineers, Inc. Certificate of Appreciation, March 8, 1985

Korean American Association of Central N.J. Certificate of Appreciation, February, 1985

National Safety Council Certificate of Appreciation, April 15, 1985

Congregation Agudith Achim Man of the Year, Bradley Beach, N.J., August 17, 1986

National Conference on Soviet Jewry, Jewish Federation of Monmouth County Certificate of Appreciation on behalf of Soviet Jewry, March 1986

Big Brothers/Big Sisters Volunteer of the Year, 1986

National Wildlife Federation Certificate of Recognition, 1986

National Association of Chiefs of Police Liberty and Justice Award of Merit, July, 1986

Young Astronauts Statesmanship Award, September 15, 1986

New Jersey Impact Certificate of Appreciation, March 18, 1986

Council of Energy Resource Tribes Recognition of support and certificate of deep appreciation, September 23, 1987

National Congressional Award Council Award, Initiative, Achievement, Service West Long Branch, N.J., November 14, 1987

Salvation Army Others Award Asbury Park, N.J., October 22, 1987

Greater Pt. Pleasant Chamber of Commerce Certificate of Appreciation, 1986

N.J. Hospital Association Certificate of Appreciation, February 3, 1987

Women's Transportation Seminar Certificate of Recognition and Achievement Award, 1987

National Association of Governors' Highway Safety Representatives Certificate of Appreciation, March 10, 1987

Institute of Transportation Engineers, (N.Y., N.J.) Transportation Advancement Award, 1987

Planned Parenthood of Monmouth County Certificate of Appreciation, 1988

New Jersey Principals and Supervisors Association Distinguished Service Award, 1988

St. Rose High School Honorary Diploma, Belmar, N.J.

National Alliance for Animal Legislation, Certificate of Appreciation

Ocean County Board of Freeholders, Honorary Citizenship

Posthumous Awards and Honors

New Jersey Shore Builders Certificate of Appreciation, June, 1988

Ancient Order of Hibernians of Ocean County named James J. Howard Memorial Chapter

Congressional Award Ceremony Of June 10, 1988, Dedicated to the memory of James J. Howard

National Baltic States Freedom Award

Asbury Park High School Tree planting, plaque and scholarship

National Bocce Tournament, Asbury Park, N.J., Played in honor of James J. Howard

Toms River, N.J., Post Office Parking Lot, Dedicated to the memory of James J. Howard

New Jersey Transit locomotive dedicated on newly-electrified span on North Jersey Coast Line, Matawan to Long Branch, N.J.

Borough of Spring Lake Heights, Statue of Liberty silk screen to hang in municipal building

James J. Howard Transportation Center, Photos and mementos to be displayed

Eatontown Elk's Club Flag Day remembrance

Fairway Mews, Spring Lake, N.J., Erected flag pole and presented certificate in memory

Mothers Against Drunk Driving (MADD) Public Service Award for anti-drunk driving legislation

Jewish constituents of Monmouth and Ocean counties, Trees planted in Israel

New Jersey Shore Builders Certificate of Appreciation

Monmouth/Ocean Development Council, Plaque presented in memory

Utility Contractors of New Jersey, Established James J. Howard Memorial Chapter

Clarke School, Lakewood, N.J., Tree planting

N.J. Department of Environmental Protection ocean sampling vessel named after Congressman Howard

Veterans Outpatient Clinic, Brick, N.J., Proposal to name clinic after Congressman Howard's efforts to establish the facility

Monmouth College, W. Long Branch, N.J. Proposal to establish James J. Howard Center for Science and Technology

Scholarships established in the name of Rep. James J. Howard:

Congressional Award Scholarship; Italian American Scholarship; Scholarship Fund, Asbury Park High School; West Belmar PTA Scholarship; CHECK-MATE Scholarship Award.

Newspaper Tributes

[From the New York Times, March 25, 1988]

Jersey Congressman Is Critical After Heart Attack

Representative James J. Howard of New Jersey, chairman of the powerful House Public works and Transportation Committee, was hospitalized in very critical condition today after suffering a heart attack while golfing, officials said.

The 60-year-old Democrat collapsed at about 10 a.m. at the Manor Country Club in Rockville, Md. His heart stopped during the attack, and he was resuscitated at Montgomery General Hospital in Olney, Md., said a hospital spokeswoman, Linda Janzik. He was then transferred by helicopter to the Washington Hospital Center.

Mr. Howard has suffered two heart attacks during his more than two decades in the House. He was hospitalized for several days in 1984 in an episode doctors attributed to fatigue. He is a heavy cigarette smoker.

A former Wall Township teacher and principal, Mr. Howard was first elected to represent New Jersey's Third Congressional District in 1964. He is the second most senior member of the New Jersey congressional delegation after Representative Peter W. Rodino Jr., a fellow Democrat who has announced he will not run for re-election this year.

Mr. Howard lives in Spring Lake Heights, N.J. His district includes 16 communities in Monmouth County and 10 towns in Ocean County.

won in republican district

In 1986, he won re-election with 59 percent of the vote in the largely Republican district, defeating his Republican challenger, Brian T. Kennedy, who received 41 percent of the vote.

Mr. Howard gained his House seat on the coattails of President Johnson's 1964 victory. During the Reagan landslide of 1980, he retained his seat by a margin of only about 2,000 votes over his Republican challenger.

He has been chairman of the Public Works and Transportation Committee since 1981. The panel considers multi-billion-dollar highway and water projects.

[From the Register, March 30, 1988]

Thousands Remember Howard

(By Mike Burke)

Spring Lake.— A crowd of nearly 2,000 people turned out yesterday for funeral services honoring the late Representative James J. Howard, D-N.J., according to estimates by local police chiefs.

Howard, chairman of the powerful House Public Works and Transportation Committee, died Friday. He was 60.

He suffered a heart attack as he began a round of golf on a course in suburban Maryland. A former school teacher and principal, he survived heart attacks in 1974 and 1978.

The funeral service drew between 1,500 and 2,000 people to St. Catharine's Church, the lawn and surrounding streets, according to Police Chiefs William D. Fury and Jerry Merriman, of Spring Lake Heights and Spring Lake, respectively.

A crowd of 325 family members and friends filed the pews in the church and 150 more of those closest to the late congressman stood in the aisles during the one-hour funeral Mass.

Outside, loudspeakers broadcast the ceremony for a throng of 300 parishioners and supporters standing on the church lawn and in surrounding streets.

Monsignor John Grimes, pastor, celebrated the mass. Other celebrants included Bishop John C. Reiss, bishop of the Diocese of Trenton, auxiliary diocesan bishop Edward U. Kmiec and Monsignor George Everitt, pastor of St. Mary's Lakewood.

"In the silence of death, Jim Howard will always be among us." Grimes told the crowd.

Colleagues remembered Howard as a "friend of the human race," an honest, hard working believer in the American Dream whose legacy will never cease to inspire them.

House Speaker Jim Wright, D–Texas, and Representative Morris K. Udall, D–Ariz., eulogized the Democrat from the Third Congressional District during the Requieum Mass.

"Our prayers are with his wife Marlene and his daughters, Kathleen (Tjunin), Lenore (Buchanan) and Marie," Grimes said. "Their sorrow, of course, is great, because an ideal husband and a wonderful father filled with an abundance of love has been taken from them.

"But we want to comfort them with the thought that he has been called home to heaven where God has given him his reward. Jim Howard will continue to be our representative in heaven," Grimes said.

Wright said Howard's departure will leave a void and stressed his colleague's lasting impact.

Those of us who are his friends will remember him with fond affection and take inspiration from his example until the day we die," he said.

[From the Register, March 30, 1988]

300 Well-Wishers Surround Funeral Church

(By Marc N. Peyser)

Spring Lake.—With senators and family members arriving from across the country for Representative James J. Howard's funeral yesterday, there wasn't much room for Monmouth County mourners in the 325-seat St. Catharine's Church—but that didn't keep many away.

About 300 people stood on the lawns and hills around the white-limestone church—said to be a replica of St. Peter's Basilica in Rome—and across the street on the banks of a lake. Some even jumped in the bushes and perched on lampposts to catch a glimpse of the procession.

"We just thought we'd come out and see all the excitement," said Margaret Appel, a ex-councilwoman from Sea Girt who often attended political gatherings with Howard.

Like many, she stood near the front steps and talked about the congressman while waiting through two hours of arrivals, eulogies and departures.

"You can't say anything wrong about the man. He was so good to everybody." Appel said.

"He was good for this area. If you had any problems, you would just go off to the Belmar office," said Elizabeth Noorigian, Wall, who said she unsuccessfully tried to sneak through the church's back door.

Howard, who taught Noorigian's daughter at West Belmar Elementary School, was Noorigian a few months ago at St. Catharine's when her grandson became an alter boy. The congressman posed for a picture.

"I'll keep it as a keepsake," she said.

The church included as many local people as possible, however. Officials pulled a few parishioners from the crowd to fill the standing-room-only spaces, and set up two speakers for listeners to hear the Mass. Several people uttered the Lord's Prayer along with Monsignor John Grimes.

"We're going to remember him because he was one of a kind. Jim Howard will continue to be our representative in heaven," Grimes said.

Two deacons came outside so the neighbors could receive communion when the family and friends did inside. Almost 100 people lined up.

"He was always interested in everybody. He never said no," said Josephine Santandrea, West Long Branch.

Santandrea said her brother-in-law wouldn't have been admitted to a veteran's hospital three years ago without the congressman's intervention. She went right to Howard when she had trouble receiving her Medicare payments.

"He was tremendous," Santandrea said.

On the way to St. Catharine's Cemetery in Wall, the hearse and 100 or so cars in the procession made a few detours. They circled Spring Lake on the request of Howard's wife, Marlene, and drove to the ocean because of his daughters, Marie, Lenore Buchanan and Kathy Tjunin.

The last detour was to St. Catharine's School, where children stood with their hands on their hearts, waving flags.

"That made the whole thing worthwhile. It was a fitting tribute," Chief Jerry Merriman said.

[From the News Tribute Staff Writer, March 30, 1988]

Towns Show How Much They Loved Howard

HUNDREDS WAIT OUTSIDE AT LEGISLATOR'S FUNERAL

(By Jenny Kellner)

They came by the hundreds from down the block and across town, ringing the lake in a quiet tribute to their late representative. On a clear, chilly morning in the seaside town of Spring Lake, the loudest sounds were the clanging of the lanyard tied to the flag flying at half-staff across the street from St. Catharine's Church and the occasional cry of a child too young to understand what was happening.

Representative James J. Howard, D–Monmouth, Ocean, who died Friday after suffering a massive heart attack at age 60, was eulogized and buried yesterday in the district he loved.

And yesterday, it showed how much it had loved him.

"He was a wonderful congressman," said Doris Conklin of Spring Lake Heights, her voice choking with emotions as she stood with her grandson outside the church. "He was truly a man of the people."

Outside, police estimated that nearly 1,000 people gathered to watch the funeral procession and pay their respects to Howard, chairman of the Public Works and Transportation Committee who served the 3rd Congressional District for 12 terms.

"He was very well respected," said Mary Reilly of Spring Lake, who brought her children, Maura, 2, and Michael, 1, to listen to the services through loudspeakers mounted outside the church. "He worked for everyone, all his constituents, Democrats and Republicans alike. You could go down to his office in Belmar and see him. He was really for the little guy. This is one last tribute for everything he did for us."

Police said the huge turnout was no surprise and began setting up security four hours before the 10 a.m. Mass of Christian Burial that followed a service at Meehan Funeral Home in Spring Lake Heights.

"He was well liked here," said Spring Lake Heights police Capt. William Fury. "You could go down to the 7-Eleven in the morning and find him buying a cup of coffee. He was that kind of guy."

By 9 a.m., hundreds of residents had congregated around the church, which is set on a small hill overlooking a park and lake, talking quietly among themselves and buzzing occasionally as they spotted well-known officials such as Representative Joseph Kennedy, D–Mass., or Senator Bill Bradley, an honorary pallbearer.

Just as the Mass was to begin, the church bell stopped its mournful tolling and two swans flew overhead.

The voices of the six priests concelebrating Mass carried over the lake, and many of those outside stood on line to receive Holy Communion from the two priests on the steps of the church.

There was applause when Wright, in the midst of his eulogy, announced that Congress had enacted a law that named a portion of Interstate 195 in New Jersey the James J. Howard Memorial Highway.

"His finger was everywhere on the landscape," Wright said.

It was estimated that many of the township's 2,800 winter residents had at least stopped by the church, ranging from those who knew Howard well enough to ply golf with him to those who only knew him as a name on the ballot.

"We knew them as loving people, and a loving couple," Helen Ferguson, a golf-playing neighbor, said of Howard and his wife, Marlene. "There was no broadcasting about what he did—I didn't know half of it until I read it in the newspapers."

"We never had any direct contact with him," said Robert and Susan DeSevo of Spring Lake. "But he was our representative, and we felt it was right to come."

"You could sense the warmth," said Representative James J. Florio, D–N.J., a Camden County resident.

Joining the mourners outside were 13 5-year-olds from the Sandpiper Preschool in Spring Lake, who agreed that Howard was "a very nice man" who often "talked to the president" about roads.

"If the sidewalks are broken," explained Justin North, "then Jim Howard would tell the president to fix it."

Despite the large crowd, police said there were no problems.

The biggest undertaking was directing the 100-car funeral procession, which wound through the streets of Spring Lake, Belmar and Sea Girt before proceeding to St. Catharine's Cemetery in Wall Township. Along the route, children from St. Catharine's Elementary School lined up solemnly, their hands placed over their hearts.

"Of course, it was a massive undertaking," said Fury, who, with Spring Lake police Capt. Vern Henderson, was in charge of coordinating the security surrounding the funeral.

"We had two viewings at the funeral home yesterday, one on Sunday, and the ceremonies today—it involved an awful lot of man-hours. Our entire department was working overtime since Friday, but then, we have a very dedicated bunch of guys. People around here liked Howard."

Kevin Dowling, 19, of Freehold, a sophomore at Loyola College, said he drove four hours from Baltimore so he could serve as altar boy in the Mass for Howard.

"I hadn't served in two or three years, but it was a special thing," said Dowling, a winner in the youth congressional awards program Howard established. "I got to know him through the program, and he became a friend.

"He cared about the individual, not about his districts, which set him apart and above other politicians. And because of that, he was a true politician."

At the brief graveside service, Howard's daughters, Marie and Lenore, read an Irish blessing and a selection from an Gaelic poem. Accompanied by an honor guard, Howard was buried to a three-gun salute, and the flag draped over his coffin was given to his wife.

"I saw him last at the St. Patrick's Day parade in Belmar," said Cathy Ford of Spring Lake, who worked on one of Howard's campaigns. "He did so much for the environment, and in building highways, and for the people—he was great. And he always looked after the people in his community. This is a wonderful tribute to him."

[From the News Tribute Staff Writer, March 30, 1988]

Friends Eulogize Howard

(By Mary Cullinane)

Representative James J. Howard was eulogized yesterday by his friends and colleagues as a tireless, dynamic congressman who fought for his constituents and championed the little man.

Howard, a 24-year veteran of the House of Representatives and the powerful chairman of the House Public Works and Transportation Committee, died Friday at the age of 60 one day after suffering a massive heart attack while playing golf. It was his third heart attack since 1974.

Howard's 3rd Congressional District includes Monmouth and Ocean counties.

"Jim Howard did nothing halfway," said House Speaker Jim Wright, D-Texas, who, along with Representative Morris K. Udall, D-Ariz., delivered eulogies at a funeral Mass for Howard at St. Catharine's Roman Catholic Church in Spring Lake.

"He worked hard and he played hard and he loved and he laughed full-tilt," Wright said.

"And if in the end he burned himself out, then the candle burned brightly for 60 years, and others came and lighted their candles from him."

Senator Edward M. Kennedy, D-Mass., was also to have delivered a eulogy but was unable to attend the funeral because he injured his back, said his nephew, Representative Joseph Kennedy, D-Mass., who attended the funeral.

"He was just a tremendous advocate for poor people and for the ordinary hard working American," Joseph Kennedy said. "It's just going to be a real setback for the working people of this country."

All who spoke of HOWARD spoke of a man whose joy in living seemed larger than life.

CONGRESSMAN LOVED LIFE AND DID NOTHING HALFWAY

"Life is a gift which the Celts believe we are meant to enjoy," Wright said in his eulogy. "JIM HOWARD lived life with a robust and passionate zest of one who exalts in God's gift."

After family and friends, God and country, HOWARD best loved "New Jersey and Ireland and golf," Wright said.

"It was fitting that his last earthly view should be over a long stretch of nature's green on a warm spring day while breathing the fine fresh air of the golf course," he said.

Wright, his voice breaking, called HOWARD "a romantic who believed passionately in the American dream and in our government as the instrument of its fulfillment."

HOWARD strove to make dreams come true "for the most humble and disadvantaged persons in the land," Wright said.

The nation's highways, bridges and wastewater treatment plants are "the fruits of his labor," he said.

As a "token of our love for him," Wright said the House and the Senate yesterday voted unanimously to name the New Jersey segment of Interstate 195 the "James J. Howard Memorial Highway."

In his eulogy, Udall called HOWARD "one of the best and most productive congressmen, the most beloved congressmen."

Udall brought laughs to the solemn occasion when he said the secret of HOWARD'S success could lie in the message on a sign that President Harry Truman had on his desk. The sign read: "Do what is right. You'll please some people and astonish all the rest."

"We kidded a lot. We joked a lot," Udall recalled. "JIM HOWARD had a tremendous sense of humor."

Udall said it's not difficult to imagine HOWARD now trying to get assigned "to the subcommittee on celestial potholes."

But the service again turned serious when HOWARD'S casket was brought out of the church and longtime friend and shore entertainer Bobby Byrne sang "Danny Boy" in a mellow tenor voice.

Acting as pallbearers were Senator Bill Bradley and Representative Robert A. Roe, both D-N.J., Representative John Paul Hammerschmidt, R-Ark., state Senator Frank Pallone, D-Monmouth, and Monmouth County free-holders John Villapiano and John D'Amico.

Monsignor John E. Grimes, pastor of St. Catharine's who officiated at the Mass of Christian Burial, said he's ever heard anyone speak ill of HOWARD.

Afterward, those who attended the funeral spoke of HOWARD'S lasting contributions.

Hazel Gluck, a Republican and state transportation commissioner, called HOWARD's death "a tremendous loss for New Jersey and the country. I think people realized what a tremendous difference he made."

"A lot of progress can be attributed to JIM HOWARD, said former New Jersey Governor Brendan Byrne.

After the funeral, Jerome C. Premo, executive director of NJ Transit, called HOWARD "an absolutely tireless advocate" in securing federal funding for mass transit.

After leaving HOWARD's wake Monday night, Premo said, he saw a train pulling into a nearby station.

I said to myself, 'Little do those riders know that they wouldn't have been on that train if JIM HOWARD hadn't done what he'd done.' " Premo said.

The Meehan Funeral Home in Spring Lake Heights, where HOWARD's wake was held, received 60 flower arrangements, about 1,000 cards and at least 4,000 visitors. A line of people stood outside the funeral home on Monday night for two hours.

The family had asked for contributions to the Jim Howard Scholarship Fund instead of flowers. The fund is to benefit recipients of the Congressional Awards, which honors young people ages 14–23 for public service and personal achievement.

[From Roll Call, April 3, 1988]

REPRESENTATIVE HOWARD IS DEAD OF HEART ATTACK AT 60

Representative JAMES HOWARD (D–NJ), 60, the powerful chairman of the House Public Works and Transportation Committee, died Friday at the Washington Hospital Center after suffering a heart attack on the Manor Country Club golf course in Rockville the day before.

He had been hospitalized in 1984 for fatigue and had two previous heart attacks. An Associated Press report described HOWARD as a "heavy cigarette smoker."

HOWARD was a shrewd behind-the-scenes operator whose position gave him authority over multi-billion-dollar federal infrastructure projects.

He was first elected to the House in 1964 and was the most senior Member of the New Jersey delegation after retiring Representative Peter Rodino (D–NJ).

A year ago, HOWARD led successful efforts to override President Reagan's vetoes of the both the Clean Water Act and the highway bill.

Second in seniority on Public Works is Representative Glenn Anderson (D–Calif).

HOWARD's district, which voted overwhelmingly for Reagan in 1984, includes parts of Monmouth and Ocean Counties in New Jersey, including resort areas and suburbs of New York.

HOWARD was born in Irvington, N.J., and received a B.A. from St. Bonaventure and a master's degree in education from Rutgers. He was a teacher and acting principal before entering politics.

HOWARD leaves his wife Marlene and three daughters, Mrs. Vladimir Tjunin, Mrs. Todd Buchanan, and Marie Howard, who works on the Hill.

[From Roll Call April 10, 1988]

Howard 'Worked Hard, Laughed Full-Tilt'

Wright eulogizes public works chairman as 80 members attend New Jersey funeral

(By Martin Frazier)

Eighty Members of Congress and hundreds of staffers paid their last respects to Representative James Howard (D–NJ) at his funeral Tuesday in Spring Lake Heights, N.J.

Howard, chairman of the House Public Works and Transportation Committee since 1981, died March 25 after suffering a heart attack the day before on a Rockville golf course. He was 60.

"He worked hard and he played hard and he laughed full-tilt," said Speaker Jim Wright (D–Texas) at the Roman Catholic funeral mass at St. Catharine's Church, where Howard was a member of the congregation.

More than 300 people jammed inside the church and another 400 gathered outside on the street. Senator Bill Bradley (D–NJ), Representative Robert Roe (D–NJ), Representative John Paul Hammerschmidt (R–Ark), and three local politicians served as pallbearers.

The House recessed from 2:30 p.m. on Monday to 2:30 p.m. Tuesday to allow Members and staffers to attend the Howard funeral. On Monday, the House passed a resolution naming the stretch of I–195 leading from Trenton to Asbury Park the "James J. Howard Interstate Highway."

Representative Glenn Anderson (D–Calif), a longtime friend and colleague of Howard's who has chaired the Public Works and Transportation surface transportation subcommittee since 1981, is now the committee's most senior majority Member and is expected to become its new chairman.

Jeremiah Bresnahan, Anderson's press secretary, said it was "possible" that Anderson would retain the surface transportation subcommittee chairmanship through this session.

If he wants to retain it (and if he does become the full committee's chairman), the Democratic Caucus Committee on Organization, Study, and Review would first have to approve an exemption from the rule blocking chairmen from heading subcommittees within the same committee.

The entire Democratic Caucus is likely to give its approval to the procedure at its next meeting April 20. Should Anderson relinquish his subcommittee on surface transportation either this spring or at the beginning of next year, Representative Nick Joe Rahall (D–W Va) is next in line.

No final decision is expected until after the Easter Recess, Bresnahan said.

Howard had a reputation as a tough, sometimes confrontational leader during his four terms as Public Works chairman. During the last session he led the efforts to override President Reagan's vetoes of the Clean Water Act and the highway bill.

Anderson, on the other hand, is known as a consensus-seeker and is expected to spread power more evenly throughout the Public Works committee, which controls funding of multi-billion dollar highway and waterway projects—fertile ground for so-called "pork-barrel" legislation.

According to the Election Division of the Secretary of State of New Jersey, Governor Thomas Kean's office will most likely issue a writ this week to hold a primary on June 7, the same day as the state's other Congressional primaries. The filing deadline is April 14.

The winner in the general election in November would immediately take office for the remainder of the 100th Congress as well as for the 101st.

Emma Byrne, executive director of the state Democratic party, said there haven't been any discussions about likely candidates for the Third District seat.

Potential Democratic candidates from the 3rd District include former state Attorney General James Zazalli former Assemblywoman Marlene Lynch Ford, Eatontown Mayor Joseph Frankel, and state Senator Frank Pallone Jr., who was one of the pallbearers at HOWARD's funeral.

HOWARD had always faced GOP challengers in the district, which voted 67 percent for Reagan in 1984. In 1980 he edged Assemblywoman Marie Muhler by just 1,800 votes. His seniority and his liberal channeling of highway funds to the Northern Jersey shore district made him popular. He won with a relatively comfortable 59 percent in 1986.

"It's not a sure Democratic district," admitted Byrne. "It's been a HOWARD district."

Republicans feel they have "a very good shot" at taking the seat, said Greg Edwards, director of the state Republican Committee. Prior to HOWARD's death, former state Representative Joseph Azzolina was considered a frontrunner for the nomination, but now several other contenders should emerge, according to Edwards. Former Kean staffer Scott Collabella is the only other Republican who has filed so far.

[From Roll Call, April 10, 1988]

MEMORIES OF TWO GOOD LEGISLATORS, TWO GOOD GUYS

(By Sid Yudain)

Representative JIM HOWARD (D–NJ), chairman of the House Public Works and Transportation Committee, died last week after suffering a heart attack on a Maryland golf course.

Nine days earlier, JIM's predecessor as committee chairman, former Representative Harold "Buzz" Johnson, died in Roseville, Calif., a victim of Parkinson's disease.

Although they were contrasts in physical appearance the demeanor, the two shared several characteristics which in these times are attributed to legislators of bygone days.

Both Johnson, a large, somewhat gruff yet mild-speaking man, and Howard, slight, short, and friendly, came to Congress after having paid their dues in the real world. Johnson started out as a railroad clerk, was elected mayor or Roseville, Calif., and served in the California legislature. HOWARD was a teacher and principal in a New Jersey elementary school.

Their rise to power was attributable not to the fact that both were good politicians, but to the fact they were good legislators. They shared a respect for the Congress as an institution, and they took seriously their obligations as representatives of the people. That obligation forbade their misuse of the power they achieved, power not spent on political gamesmanship, but on the achievement of beneficent legislative goals.

Even when Bizz Johnson stubbornly defended a misguided Visitors Center project at Union Station in the face of popular wisdom, he was convinced that the project was in the best interests of citizens visiting their nation's capital.

So many legislators undergo unflattering changes in personality when they come into positions of power. True, there is the onus of added responsibility and a heavier workload that seem to add instant age and gradual distancing from former colleagues and friends.

But JIM and Bizz maintained their friendly gregariousness and their middle-class homespun ways throughout. Bizz lived a block from the House Office buildings and, with his wife Albra, spent most of their hours on the Hill, dining with friends at nearby restaurants and attending numerous Hill socials. JIM, although his New Jersey constituency was much closer, spent many after-hours on the Hill chewing the fat with both colleagues and staffers.

Among other things, Bizz will be remembered for the lavish luncheons he sponsored with a Long Beach maritime association which brought to the Longworth Cafeteria bounteous California edibles ranging from abalone, crab, and oysters to avocado, almonds, and strawberries.

But both Bizz Johnson and JIM HOWARD will be remembered as good legislators and good guys.

[From the American Road and Transportation Builders Association Newsletter, April 12, 1988]

CONGRESS, COLLEAGUES PAY RESPECTS TO REPRESENTATIVE HOWARD

On March 29, a large congressional delegation and hundreds of friends and colleagues attended funeral services for Representative JAMES J. HOWARD (D.-NJ), chairman of the House Public Works and Transportation Committee since 1980. The 12-term Congressman passed away on March 25, following a heart attack.

ARTBA President Daniel J. Hanson, Sr., and his wife, Moe, represented the association at the services, which were held in Spring Lake, NJ. House Speaker, Jim Wright of Texas, said of Representative HOWARD during the funeral service, "He worked hard and he played hard and he laughed full-tilt." Senator Bill Bradley (D.-NJ) and Representatives Robert Roe (D.-NJ) and John Paul Hammerschmidt (R.-AK), two members of the Public Works and Transportation Committee, were among the pallbearers.

The House of Representatives has passed a resolution naming the stretch of I-195 that leads from Trenton to Asbury Park, NJ, the "James J. Howard Interstate Highway." Representative Glenn Anderson (D.-CA), chairman of the House Surface Transportation Subcommittee, is expected to succeed HOWARD as chairman of the full committee. A primary election is slated for June 7 to designate candidates for the vacant congressional seat. The winner of November's general election will take office immediately for the remainder of the 100th Congress as well as for the 101st.

Memorial contributions may be sent to the Jim Howard Scholarship Fund (in association with the Congressional Awards Program), 500 Highway 34, Matawan, NJ 07747.

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